Illinois Railroad Safety Report

1999 – 2003 Summary Statistics of Grade Crossing Collisions, Trespassing on Railroad Property and Train Incidents

Railroad Safety Section
Transportation Division

Illinois Commerce Commission
527 East Capitol Avenue
Springfield, Illinois 62701
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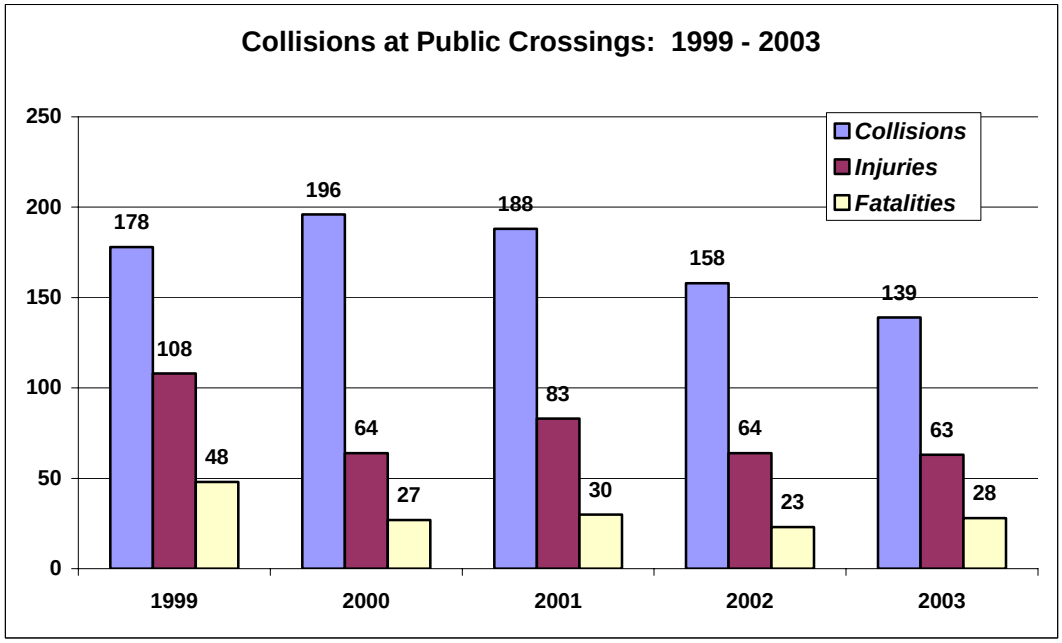
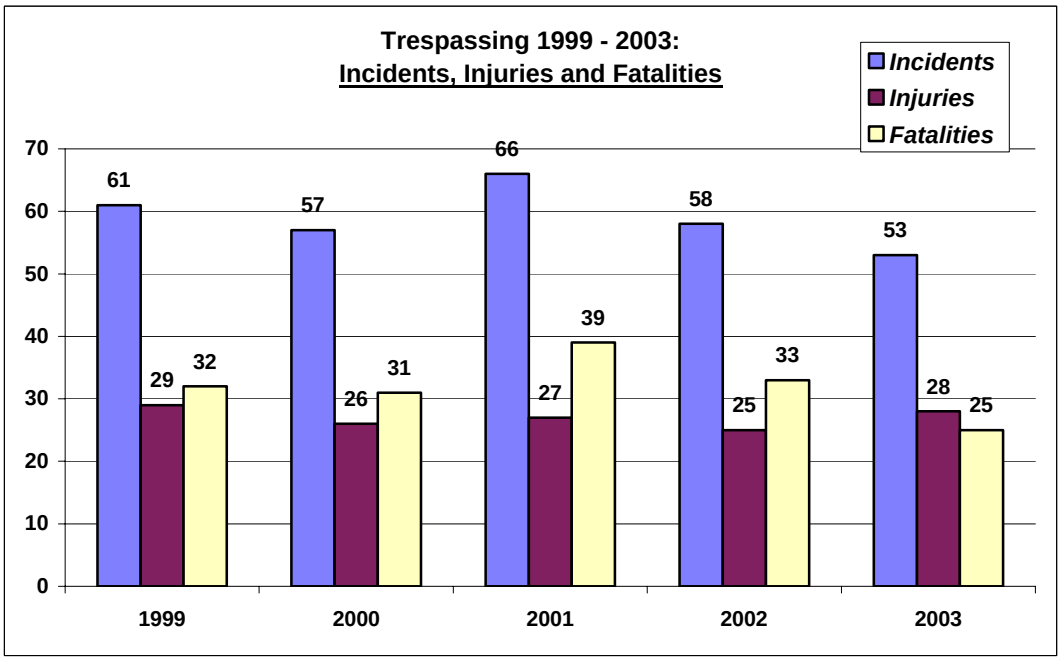
EXECUTIVE SUMMARY

This report presents a variety of statistics summarizing the number of incidents, injuries and fatalities that occurred in Illinois from railroad operations between 1999 and 2003. Collisions between trains and highway vehicles or pedestrians at public highway-rail grade crossings are the primary focus of the report, followed by trespassing on railroad property, and train incidents, such as derailments. The data utilized comes primarily from the Federal Railroad Administration and is supplemented with Illinois Commerce Commission staff investigations, local police crash and death investigations, and news clips. The statistics serve as valuable performance measures to determine the effectiveness of the Commission's rail safety program.

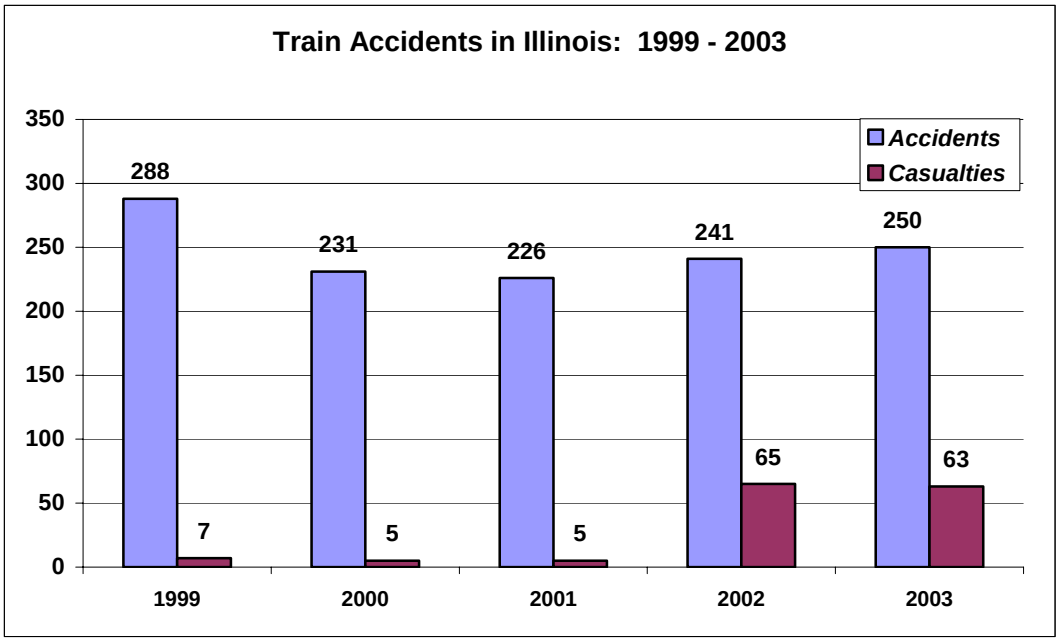
In 2003, 139 collisions occurred at public crossings in Illinois which is a decrease of 12 percent (12%) from 2002. Twenty-seven fatal collisions resulted in the deaths of 28 individuals in 2003 compared to 16 fatal collisions that resulted in the death of 23 individuals in 2002, which is a 22 percent (22%) increase in the number of fatalities. Sixty-three individuals were injured in 2003 compared to 64 in 2002. The 139 collisions is the lowest number of train-vehicle collisions recorded in Illinois.



Trespassing, defined by the Federal Railroad Administration as "any person who is on that part of railroad property used in railroad operation and whose presence is prohibited, forbidden, or unlawful," has become one of the leading causes of railroad related fatalities in Illinois. The only authorized place a person may be on railroad property in Illinois is at a commuter rail station or at a public highway crossing. Twenty-five people were killed trespassing in Illinois in 2003, while another 28 individuals were injured. Thousands of trespassing incidents occur each day, however only those that result in injury or death are reported. The Table below summarizes the number of trespassing incidents over the past five years.



Train incidents are "collisions, derailments, fires, explosions, acts of God, or other events involving the operation of on-track equipment (standing or moving) and causing reportable damages." Given the extensive rail passenger network in Illinois, train incidents can have catastrophic results and have resulted in one fatality and 144 injuries between 1999 and 2003. The Table below summarizes the number of train incidents and resulting casualties from train incidents over the past five years.



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1. INTRODUCTION

The railroad industry in Illinois is a vital component of the State's economy. Situated at the crossroads of the nation's highway and railroad systems, Illinois experiences a volume of freight traffic, both rail and truck, that is unique in the country. Approximately 55 railroads operate 1,500 trains handling over 40,000 rail cars throughout Illinois each day. In addition to freight rail transportation, Illinois has an extensive system of passenger rail transportation provided by Amtrak, Northeast Illinois Regional Commuter Railroad (Metra), Northern Indiana Commuter Transportation District (NICTD) and MetroLink in the East St. Louis – Belleville area.

The Commission has jurisdiction over all railroad safety matters within Illinois. In partnership with the Federal Railroad Administration, the Commission maintains a full complement of FRA certified inspectors in hazardous materials, track, signals and operating practices. Commission inspectors inspect existing rail facilities on a regular basis, and also investigate complaints filed by the general public and railroad employees in regard to crossing conditions and employee welfare concerns.

One of the Commission's primary duties is administering the Illinois Grade Crossing Protection Fund (GCPF). The GCPF is allocated $27 million dollars annually derived from Motor Fuel Tax funds collected throughout Illinois. Each year, the GCPF is used to assist local units of government and railroads with safety improvements at approximately 150 highway-rail crossings by installing new automatic warning devices, interconnecting highway warning devices with railroad crossing warning devices, track signal wiring upgrades such as constant warning time, or separating highway traffic from rail traffic through the construction of bridges. The GCPF is generally used to assist local communities and railroads with making safety improvements at highway-rail crossings on the State's network of local roads and streets, while the Illinois Department of Transportation (IDOT) utilizes federal funds to improve highway-rail crossings on the State maintained highway system.

This report presents a number of tables and exhibits that describe and summarize:

- Collisions between highway users and railroad trains at public, private and pedestrian grade crossings
- Trespassing incidents on railroad property
- Train accidents involving on-track railroad equipment

2. BACKGROUND

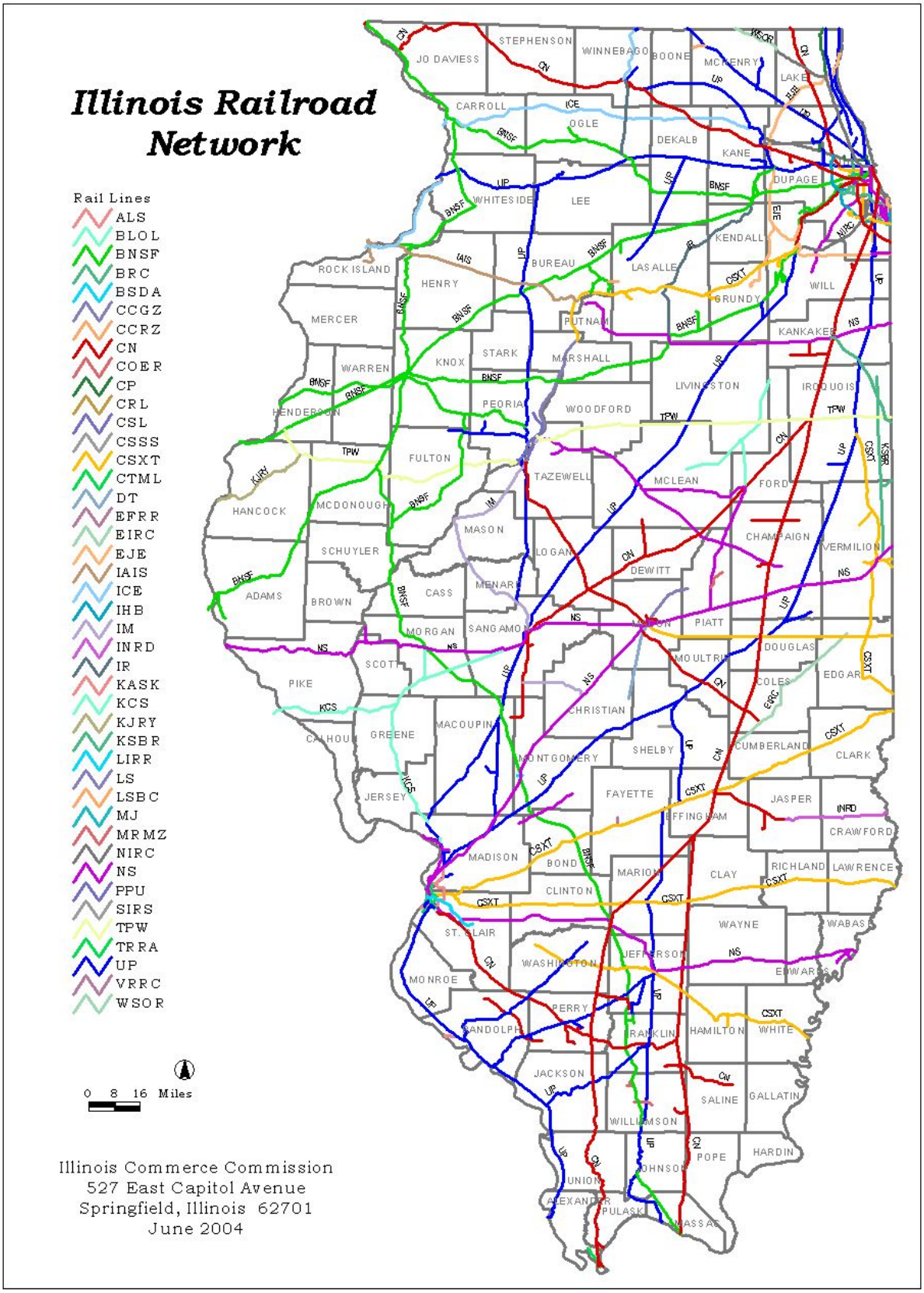
This report presents safety statistics compiled primarily from incident reports that railroads are required to file with the FRA. Illinois law requires that railroads file incident reports concurrently with the Commission when filed with FRA. Incidents that result in a fatality, or that involve a passenger train, are also required to be telephoned into the Commission's hot line immediately.

Railroads must report significant incidents within 30 days after the end of the month in which the incident occurs. Commission staff reformats and augments the FRA data with information from staff investigations, news reports and traffic crash or sudden death reports prepared by law enforcement agencies. Suicides are specifically excluded from federal reporting requirements,

however, due to the difficulty of following up with the local coroner, and the uncertain nature of an incident when first reported, suicides do occasionally end up in the FRA databases.

The railroad network in Illinois in 2003 consisted of 11,050 route miles of track (including trackage rights) and a total of 13,574 highway-rail crossings, of which 8,547 are public highway grade crossings. There are an additional 4,748 private and 279 pedestrian crossings. The Table below provides a summary of the miles operated and number of crossings for railroads operated in Illinois.

Railroad Name	AAR Code	RR-Type	Route Miles		At-Grade Crossings	
			Number	Percent	Number	Percent
Alton & Southern Railroad	ALS	Switch	21	0.2%	49	0.4%
Amtrak	ATK	Passenger	1,059	9.6%	2	0.0%
Belt Railway Company of Chicago	BRC	Switch	27	0.2%	126	0.9%
Bi-State Development Agency (MetroLink)	BSDA	Passenger	19	0.2%	31	0.2%
Bloomer Line	BLOL	Local	45	0.4%	140	1.0%
Burlington Northern Santa Fe Railway	BNSF	Major	1,443	13.1%	2,196	16.2%
Chicago & Western Indiana Railroad	CWI	Local	8	0.1%	1	0.0%
Chicago Central & Pacific (CN)	CC	Major	173	1.6%	259	1.9%
Chicago Rail Link	CRL	Local	57	0.5%	29	0.2%
Chicago South Shore & South Bend (NICD)	CSSSB	Passenger	6	0.1%	6	0.0%
Chicago Transit Authority	CTA	Passenger	4	0.0%	25	0.2%
Crab Orchard & Egyptian Railroad	COER	Local	14	0.1%	54	0.4%
CSX Transportation	CSX	Major	1,049	9.5%	1,142	8.4%
Davenport & Rock Island Railroad	DRI	Local	1	0.0%	4	0.0%
Decatur Junction Railroad	DT	Local	38	0.3%	61	0.4%
Eastern Illinois Railroad Corporation	EIRC	Local	53	0.5%	113	0.8%
Elgin Joliet & Eastern Railroad	EJE	Switch	131	1.2%	223	1.6%
Grand Trunk Western Railroad (CN)	GTW	Major	22	0.2%	47	0.3%
Illinois & Midland Railroad	IMRR	Local	126	1.1%	183	1.3%
Illinois Central Railroad (CN)	IC	Major	998	9.0%	1,635	12.0%
Illinois Railnet	IR	Local	80	0.7%	189	1.4%
Indiana Harbor Belt Railroad	IHB	Switch	69	0.6%	66	0.5%
Indiana Railroad	INRD	Local	34	0.3%	113	0.8%
Iowa Interstate Railroad	IAIS	Major	218	2.0%	231	1.7%
Iowa, Chicago & Eastern Railroad	ICE	Major	198	1.8%	302	2.2%
Joppa & Eastern Railroad Company	JERX	Local	5	0.0%	3	0.0%
Kankakee Beaverville & Southern Railroad	KBSR	Local	95	0.9%	167	1.2%
Kansas City Southern Railway	KCS	Major	128	1.2%	218	1.6%
Keokuk Junction Railroad	KJRY	Local	63	0.6%	22	0.2%
Manufacturer's Junction Railroad	MJ	Local	2	0.0%	1	0.0%
Metra (NIRC & CCRZ)	Metra	Passenger	474	4.3%	243	1.8%
Monticello Railroad Museum	MRMZ	Local	9	0.1%	26	0.2%
Norfolk Southern Railroad	NS	Major	1,292	11.7%	1,838	13.5%
Other (10 Short Lines)	OTHER	Local	15	0.1%	63	0.5%
Peoria & Pekin Union Railway	PPU	Switch	22	0.2%	86	0.6%
Peoria Peoria Heights & Western Railroad	PPHW	Local	8	0.1%	1	0.0%
Riverport Railroad	RVPR	Local	68	0.6%	2	0.0%
Shelbyville Industrial Railroad	SVIZ	Local	4	0.0%	4	0.0%
Soo Line (Canadian Pacific Railway)	SOO	Major	356	3.2%	211	1.6%
South Chicago & Indiana Harbor Railroad	SCIH	Local	2	0.0%	2	0.0%
Terminal Railroad Association of St. Louis	TRRA	Switch	17	0.2%	55	0.4%
Toledo Peoria & Western Railroad	TPW	Major	201	1.8%	385	2.8%
Union Pacific Railroad	UP	Major	2,272	20.6%	2,874	21.2%
Vandalia Railroad	VRRC	Local	3	0.0%	6	0.0%
Wisconsin & Southern Railroad	WSOR	Local	76	0.7%	49	0.4%
Wisconsin Central Limited (CN)	WC	Major	46	0.4%	91	0.7%
Total			**11,050**	**100.0%**	**13,574**	**100.0%**


Illinois Railroad Network
Rail Lines
ALS
BLOL
BNSF
BRC
BSDA
CCGZ
CCRZ
CN
COER
CP
CRL
CSL
CSSS
CSXT
CTML
DT
EFRR
EIRC
EJE
IAIS
ICE
IHB
IM
INRD
IR
KASK
KCS
KJRY
KSBR
LIRR
LS
LSBC
MJ
MRMZ
NIRC
NS
PPU
SIRS
TPW
TRRA
UP
VRRC
WSOR
0 8 16 Miles
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527 East Capitol Avenue
Springfield, Illinois 62701
June 2004

3. COLLISIONS AT ALL TYPES OF GRADE CROSSINGS

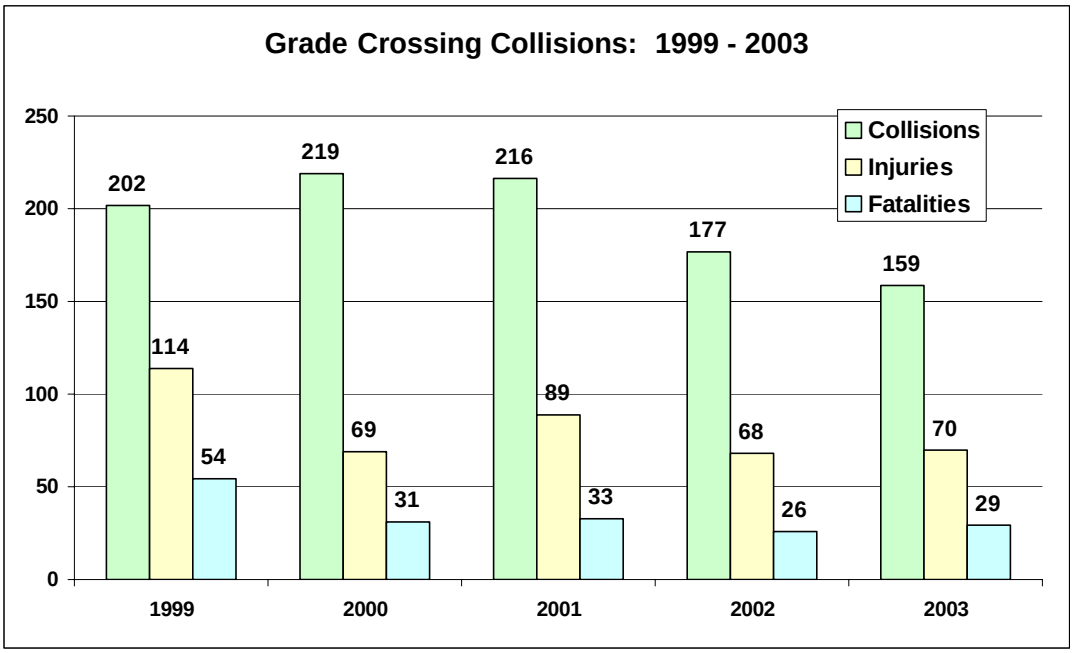
"Any impact, regardless of severity, between a railroad on-track equipment consist and any user of a public or private crossing site, is to be reported on form FRA F 6180.57. The crossing site includes sidewalks and pathways at, or associated with, the crossing. In addition, reporting is required whenever a highway-rail grade crossing collision results in reportable damages greater than the current reporting threshold used for Rail Equipment Accident / Incident reporting."

"Highway users include but are not limited to: automobiles, buses, trucks, motorcycles, bicycles, recreational vehicles, farm vehicles, construction vehicles, roadway maintenance vehicles, and pedestrians. Suicides, or attempted suicides, as determined by a coroner or other public authority, at highway-rail crossing sites are not reportable. Incidents involving highway users who have unsuccessfully attempted to avoid striking or being struck by a railroad consist at a crossing site are to be reported, regardless of where the actual impact between the consist and the highway user occurred. Each reportable casualty resulting from a highway-rail crossing impact must also be reported on FRA F 6180.55a." (***FRA Railroad Safety Statistics Annual Report***)

Table of All Collisions of All Types: 1999 – 2003

	Public			Private			Pedestrian			Total		
Year	Collisions	Injuries	Fatalities	Collisions	Injuries	Fatalities	Collisions	Injuries	Fatalities	Collisions	Injuries	Fatalities
1999	178	108	48	20	5	3	4	1	3	202	114	54
2000	196	64	27	21	5	2	2	0	2	219	69	31
2001	188	83	30	27	6	2	1	0	1	216	89	33
2002	158	64	23	16	2	2	3	2	1	177	68	26
2003	139	63	28	18	6	0	2	1	1	159	70	29
Total	**859**	**382**	**156**	**102**	**24**	**9**	**12**	**4**	**8**	**973**	**410**	**173**

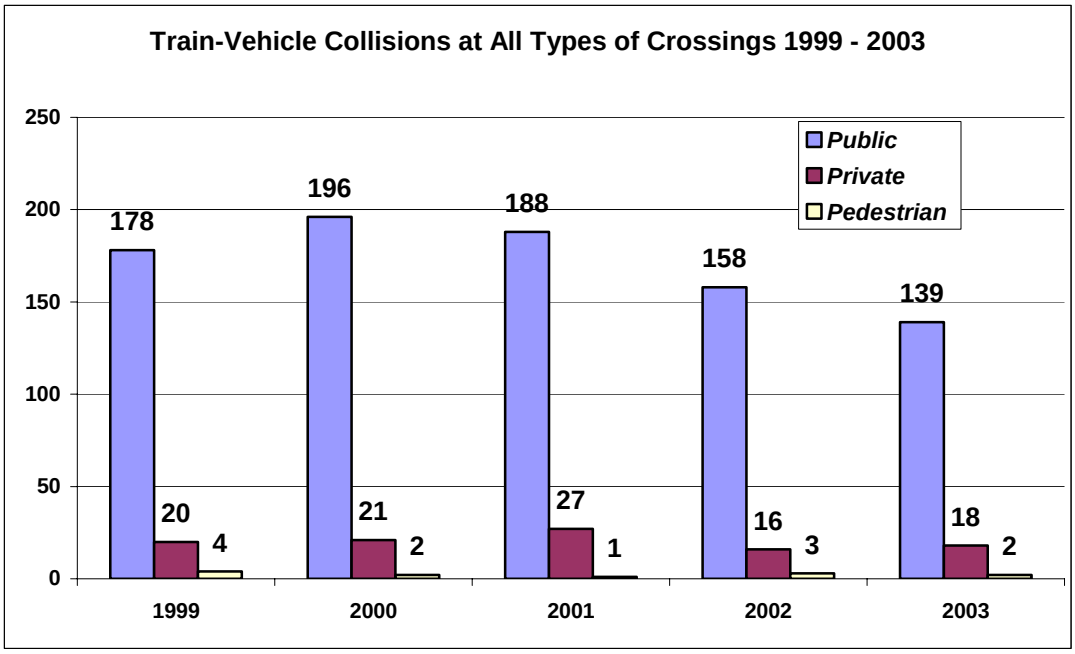
Chart of All Collisions of All Types: 1999 – 2003



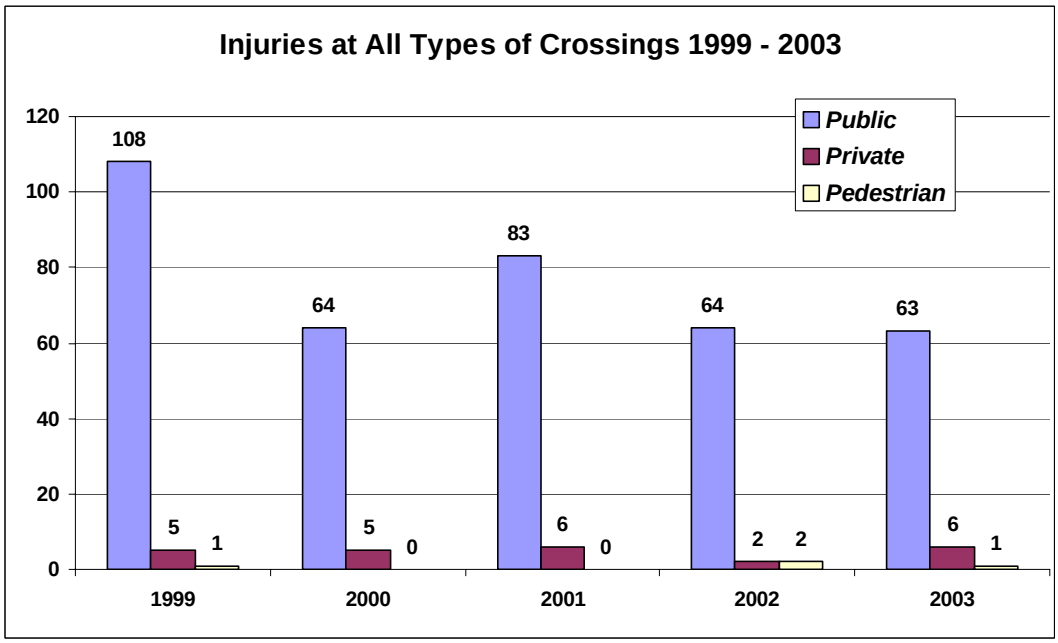
Most train-vehicle collisions do not result in either an injury or fatality, however every collision results in property damage to the vehicle struck. In addition, a significant economic loss is incurred by the railroad for lost time when a section of track is taken out of service for the incident investigation, which is typically conducted by local law enforcement agencies with the assistance of the railroad police department. Between 1999 and 2003, 29 percent (29%) of all train-vehicle collisions resulted in at least one injury, while 14 percent (14%) of train-vehicle collisions resulted in one or more fatalities.

Collisions	Injuries	% Of Collisions
688	Zero	70.7%
229	One	23.5%
39	Two	4.0%
12	Three	1.2%
3	Four	0.3%
1	Six	0.1%
1	Forty-Nine	0.1%
973	Total	100.0%

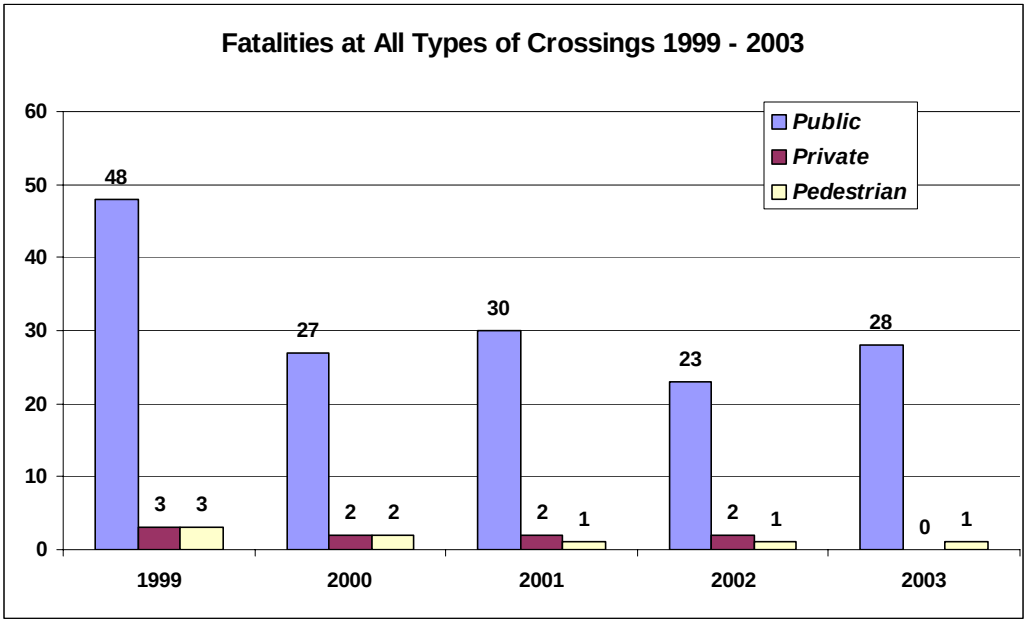
Trend in Collisions, Injuries and Fatalities at All Crossings: 1999 – 2003



A decrease of 21.9% in collisions at public crossings; a 10 percent decrease at private crossings; and a 50 percent decrease at pedestrian crossings between 1999 and 2003.



A decrease of 41.7% in injuries at public crossings; a 20 percent increase at private crossings; and no change in injuries at pedestrian crossings between 1999 and 2003.



A decrease of 41.7% in fatalities at public crossings; a 100 percent decrease at private crossings; and a 66.7 percent decrease in fatalities at pedestrian crossings between 1999 and 2003.

4. COLLISIONS AT PUBLIC GRADE CROSSINGS

There are three types of grade crossings: public highway, private highway and pedestrian. The FRA includes both pedestrian and public highway in the same general category of a public highway-rail grade crossing. However, the Illinois Commerce Commission (Commission) reports them separately. The Commission's authority is limited to public highway-rail grade crossings, public highway-rail bridges, both highway over rail (overpass) and highway under rail (underpass) and pedestrian-rail structures (overpasses and underpasses). In addition, the Commission's authority extends to pedestrian-rail grade crossings that are within the right-of-way limits of an adjacent highway. Pedestrian grade crossings located outside a highway's right-of-way are considered private crossings. This section presents a number of tables and/or graphs describing the general locational, crossing, vehicle and driver, and train characteristics of collisions that occurred at public grade crossings in Illinois between January 1, 1999 and December 31, 2003.

Tables and/or Charts Describing General Characteristics of Collisions:

- Public grade crossings – warning device type
- Geographic distribution and risk of a collision occurring
- Urban versus rural land
- Twenty cities with greatest number of collisions in past 5-years
- Month and season of year
- Time of day
- Type of collision – train struck highway user or user highway strike train
- Weather and Visibility – dawn, day, dusk or night

Grade Crossing Specific Tables and/or Charts

- Type of warning devices
- Annual average daily highway traffic (AADT)
- Number of daily trains
- Exposure to risk
- State route versus local road
- Functional classification of roadway
- Train horn sounding requirements

Vehicle and Driver Tables and/or Charts

- Type of vehicle
- Position of vehicle
- Action of motorist
- Vehicle speed – in all collisions and fatal collisions
- Was driver in vehicle and what happened to driver?
- Age and gender of driver or pedestrian
- Did driver drive around other vehicles at the crossing?
- Was driver's view obstructed or did the collision result from a second train at the crossing?

Train and Railroad Tables and/or Charts

- Reporting railroad
- Type of train involved in the collision
- Position of rail car that was struck in train's consist
- Type of train operation
- Type of railroad
- Speed of train

Inventory of Public Highway-Rail Grade Crossings – The total number of public grade crossings in Illinois has decreased over the past five years, while the percentage of crossings that are equipped with train activated warning devices has increased.

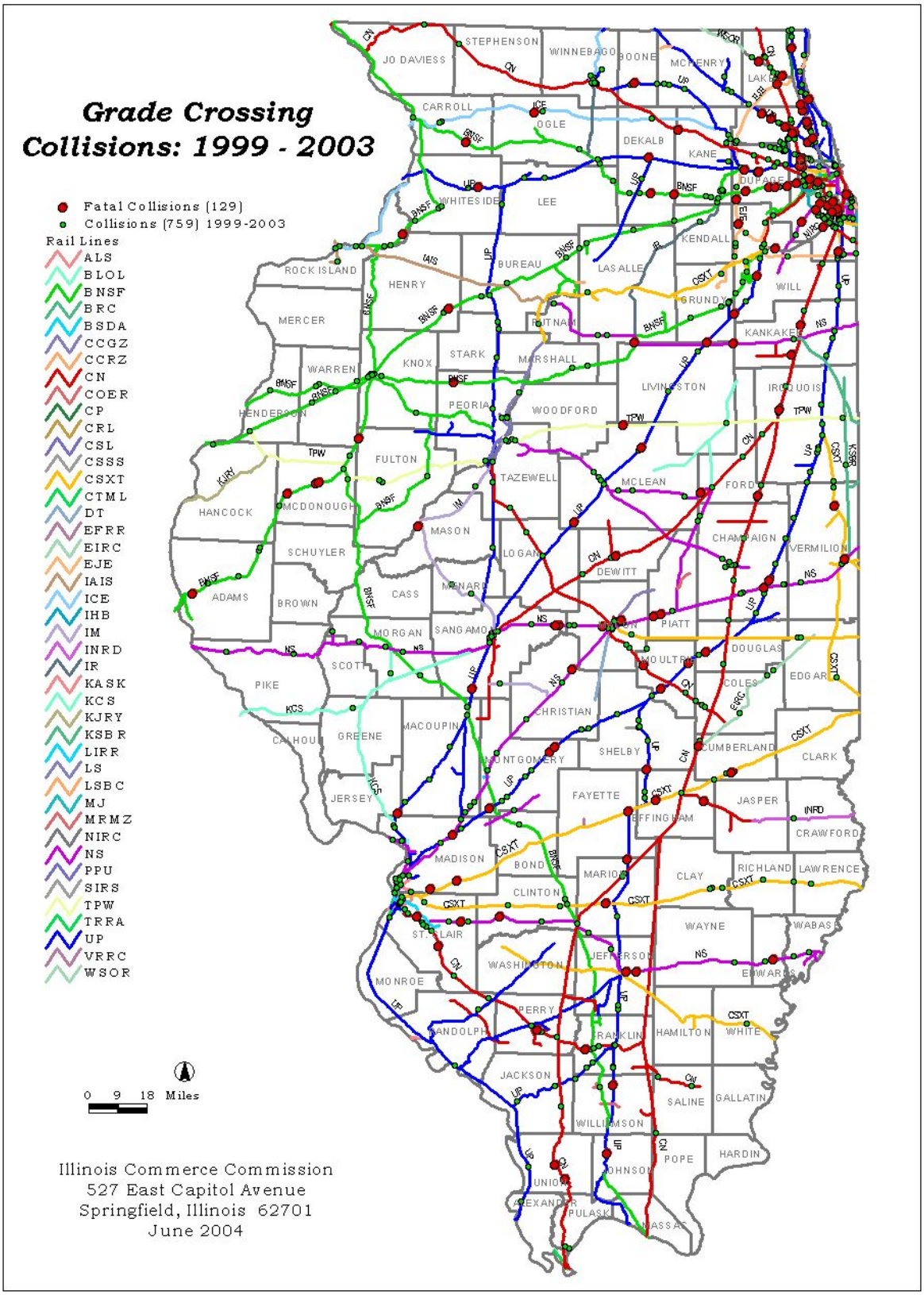
Warning Device	1999*	%%	2000	%%	2001	%%	2002	%%	2003	%%	% Change '99 to '03
Gates and Flashing Lights	2,363	26%	2,382	27%	2,412	28%	2,617	31%	2,672	31%	13%
Flashing Lights	2,555	28%	2,515	28%	2,364	28%	2,260	26%	2,221	26%	-13%
Other Train Activated Devices	59	1%	57	1%	46	1%	29	0%	29	0%	-51%
Crossbuck Warning Signs	3,574	40%	3,563	40%	3,171	37%	3,078	36%	3,042	36%	-15%
Other Passive Warning Signs	464	5%	454	5%	511	6%	584	7%	583	7%	26%
Total	**9,015**	**100%**	**8,971**	**100%**	**8,504**	**100%**	**8,568**	**100%**	**8,547**	**100%**	**-5%**

Simplified Warning Device Type	1999*	%%	2000	%%	2001	%%	2002	%%	2003	%%	% Change '99 to '03
All Train Activated Devices	4,977	55%	4,954	55%	4,822	57%	4,906	57%	4,922	58%	-1%
All Passive Warning Signs	4,038	45%	4,017	45%	3,682	43%	3,662	43%	3,625	42%	-10%
Total	**9,015**	**100%**	**8,971**	**100%**	**8,504**	**100%**	**8,568**	**100%**	**8,547**	**100%**	**-5%**

The total number of grade crossings has decreased because railroad's have closed redundant crossings, and the Commission has made a major investment to improve the quality of our grade crossing data. As a part of an on-going grade crossing data collection project, approximately 900 grade crossings that were listed in our inventory as active, were in fact found to be closed. Another 400 grade crossings found in the field, were not in the inventory. This resulted in a net decrease of approximately 500 crossings in the Illinois grade crossing inventory between 1999 and 2001.

Geographic Distribution of Collisions – Train-vehicle collisions occur at highway-rail grade crossings throughout Illinois. However, the Table below, as well as the following map, illustrate that approximately forty percent (40%) of all collisions occur in the six-county region of northeastern Illinois (Cook, DuPage, Kane, Lake, McHenry, Will counties).

Year	Outside NE ILL	Percent	Inside NE ILL	Percent	Total
1999	109	61%	69	39%	178
2000	110	56%	86	44%	196
2001	109	58%	79	42%	188
2002	96	61%	62	39%	158
2003	90	65%	49	35%	139
Total	**514**	**60%**	**345**	**40%**	**859**


Grade Crossing
Collisions: 1999 - 2003
Fatal Collisions (129)
Collisions (759) 1999-2003
Rail Lines
ALS
BLOL
BNSF
BRC
BSDA
CCGZ
CCRZ
CN
COER
CP
CRL
CSL
CSSS
CSXT
CTML
DT
EFRR
EIRC
EJE
IAIS
ICE
IHB
IM
INRD
IR
KASK
KCS
KJRY
KSBR
LIRR
LS
LSBC
MJ
MRMZ
NIRC
NS
PPU
SIRS
TPW
TRRA
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June 2004

Risk of Collision – The six-county region accounts for approximately 73 percent (73%) of the State's risk of experiencing a train-vehicle collision when risk is presented as the product of the number of daily trains and annual average daily highway traffic (AADT).

Region	Public Crossings	Percent	Exposure To Risk	Percent	Collisions	Percent
Not In 6-Sounty Region	6,922	81%	122,027,916	27%	514	60%
Inside 6-County Region	1,625	19%	338,114,301	73%	345	40%
Total	8,547	100%	460,142,217	100%	859	100%

Urban Versus Rural – Train-vehicle collisions are statistically rare and random events that can occur at grade crossings with low volumes of train and highway traffic, or at grade crossings with a large amount of highway and railroad traffic. The random nature of grade crossing collisions adds to the challenge of preventing collisions. However, collisions are more likely to occur in an urban area, as opposed to a rural area.

Year	Rural Collisions		Urban Collisions		Total
	Number	Percent	Number	Percent	
1999	66	37%	112	63%	178
2000	80	41%	116	59%	196
2001	61	32%	127	68%	188
2002	69	44%	89	56%	158
2003	51	37%	88	63%	139
Total	**327**	**38%**	**532**	**62%**	**859**

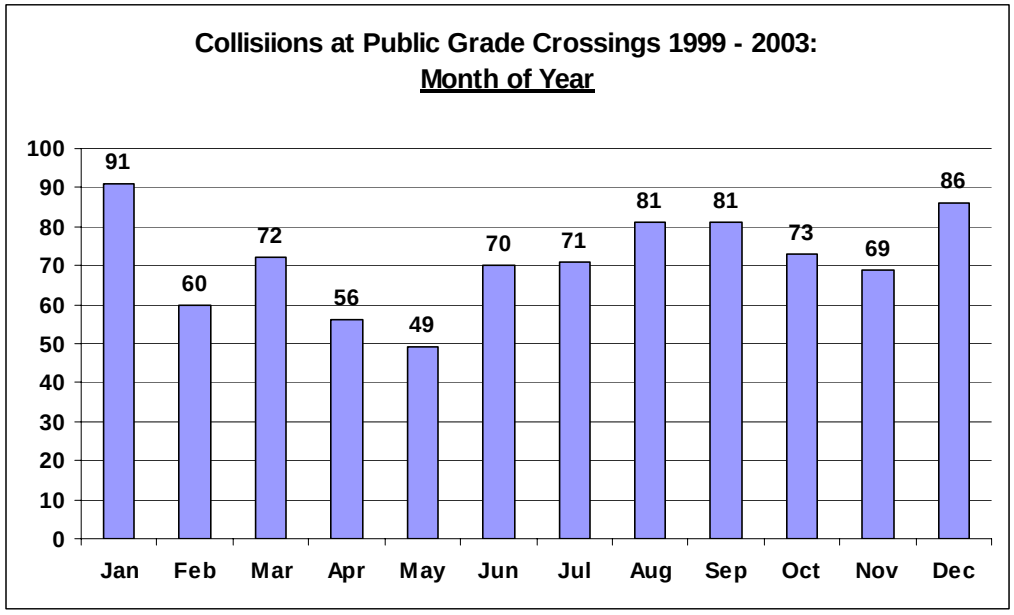
Top City List – In the past five-years, 364 Illinois cities have had a train-vehicle collision occur at a grade crossing located either within the city boundaries proper or nearby. The twenty cities with the greatest number of collisions over the past five-years account for 33 percent (33%) of all collisions at public grade crossings in Illinois.

Rank	City Name	1999	2000	2001	2002	2003	Total
1	Chicago	15	21	22	13	21	92
2	Decatur	6	2	9	2	2	21
3	Des Plaines	1	4	5	3	2	15
4	Galesburg	4	1	3	2	2	12
5	Granite City	1	1	2	6	2	12
6	Belleville	4	1	2	1	3	11
7	Danville	1	1	3	4	2	11
8	Joliet	3	2	2	4	0	11
9	Champaign	3	3	0	1	3	10
10	East St. Louis	1	0	5	2	2	10
11	Springfield	2	1	4	1	2	10
12	Blue Island	2	3	1	0	3	9
13	Rockford	2	3	1	1	2	9
14	Bensenville	2	3	1	2	0	8
15	Coal City	3	1	3	1	0	8
16	Aurora	3	2	1	0	1	7
17	Downers Grove	2	2	2	0	1	7
18	Macomb	1	2	1	2	1	7
19	Shelbyville	1	0	2	3	1	7
20	Alsip	1	2	2	1	0	6
Total		**58**	**55**	**71**	**49**	**50**	**283**

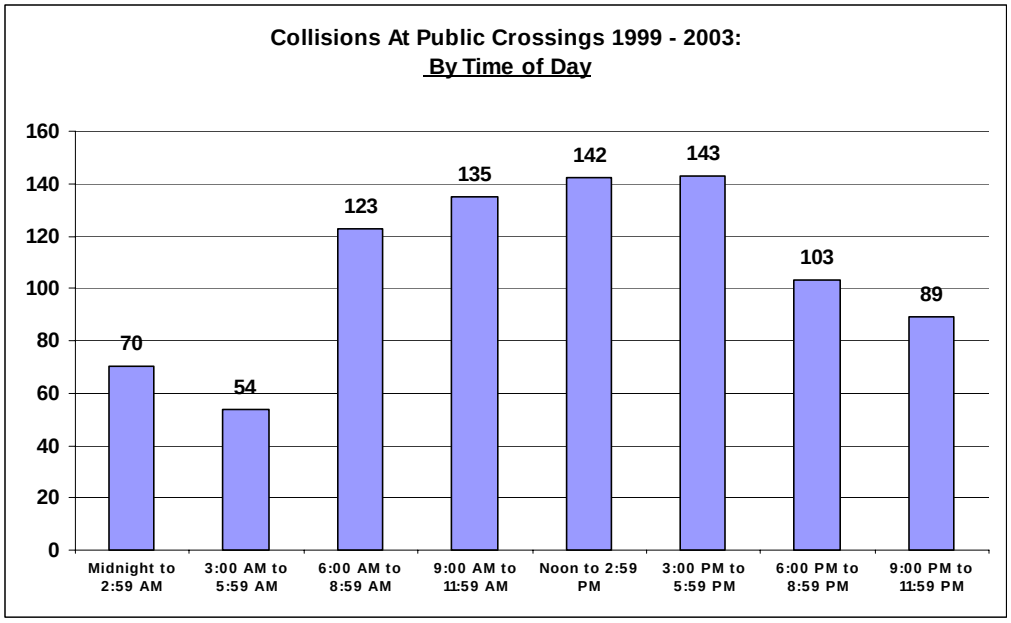
Month and Season of Year – The greatest number of train-vehicle collisions at highway-rail grade crossings occur in December and January and the fewest collisions occur in May. Likewise, when months are grouped into meteorological seasons, the greatest number of collisions occur in the Winter with the fewest collisions in the Spring.

Month	1999	2000	2001	2002	2003	Total	Percent
January	29	20	19	11	12	91	11%
February	10	13	13	11	13	60	7%
March	14	12	15	17	14	72	8%
April	12	7	12	14	11	56	7%
May	14	11	7	13	4	49	6%
June	7	16	17	15	15	70	8%
July	8	22	14	13	14	71	8%
August	18	22	21	12	8	81	9%
September	24	14	19	13	11	81	9%
October	12	15	16	14	16	73	8%
November	14	16	15	15	9	69	8%
December	16	28	20	10	12	86	10%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100%**

Season	1999	2000	2001	2002	2003	Total	Percent
Spring	40	30	34	44	29	177	21%
Summer	33	60	52	40	37	222	26%
Fall	50	45	50	42	36	223	26%
Winter	55	61	52	32	37	237	28%
Total	**178**	**196**	**188**	**158**	**139**	**859**	100%

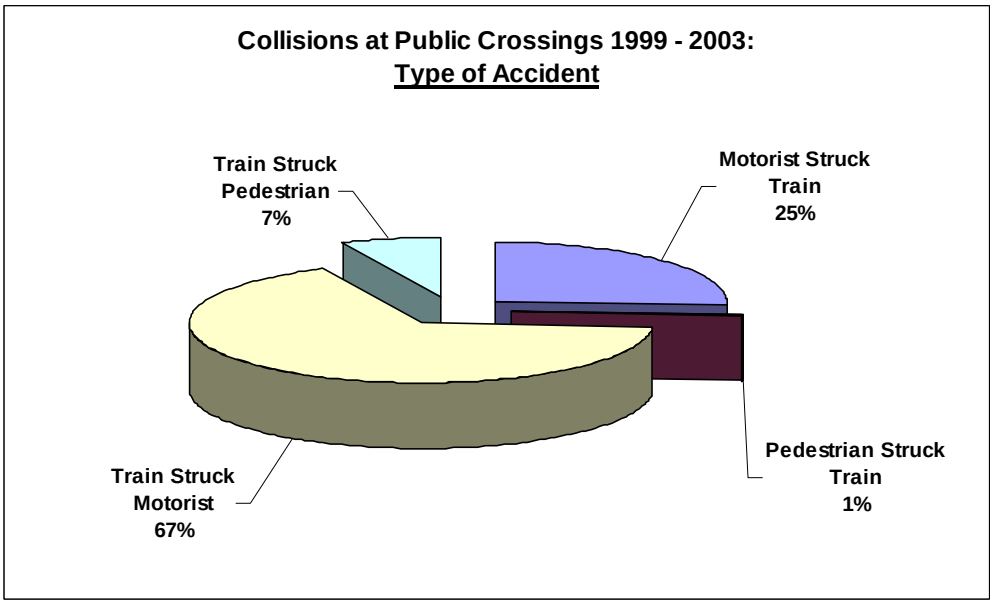


Time of day – Train-vehicle collisions are most likely to occur in the afternoon between Noon and 6:00 p.m. Thirty-three percent (33%) of all collisions occurred in this six-hour period.



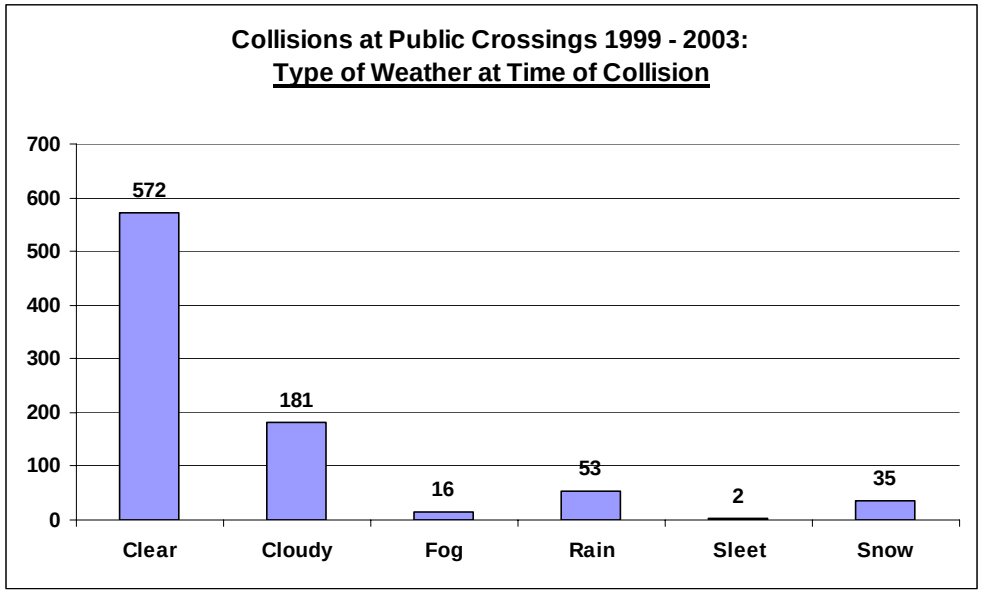
Type of Collision – Twenty-six percent (26%) of all train-vehicle collisions are the result of the highway user, either the motorist or a pedestrian, running into the side of a train that has already entered and occupied a grade crossing.

Type of Collision	1999	2000	2001	2002	2003	Total	Percent
Motorist Struck Train	47	49	47	41	35	219	25%
Pedestrian Struck Train	1	2	0	1	1	5	1%
Train Struck Motorist	118	134	126	104	94	576	67%
Train Struck Pedestrian	12	11	15	12	9	59	7%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100%**



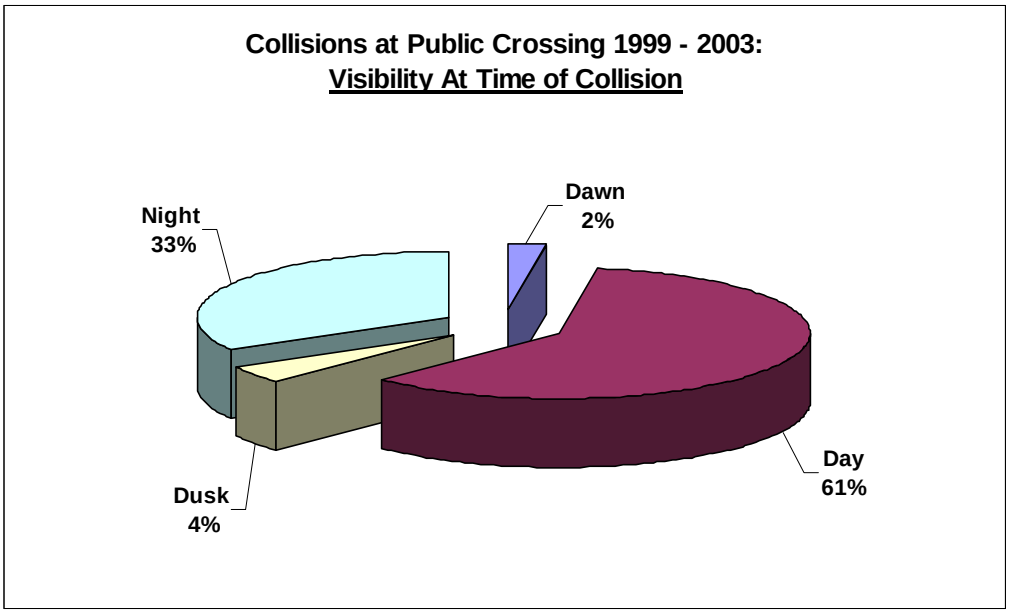
Weather – Most collisions occur under good weather conditions. Only a small percentage (12.4%) of collisions occur in adverse weather conditions.

Weather Type	1999	2000	2001	2002	2003	Total	Percent
Clear	121	122	129	105	95	572	66.6%
Cloudy	34	45	35	38	29	181	21.1%
Fog	5	5	3	2	1	16	1.9%
Rain	6	14	18	6	9	53	6.2%
Sleet	0	0	1	0	1	2	0.2%
Snow	12	10	2	7	4	35	4.1%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**



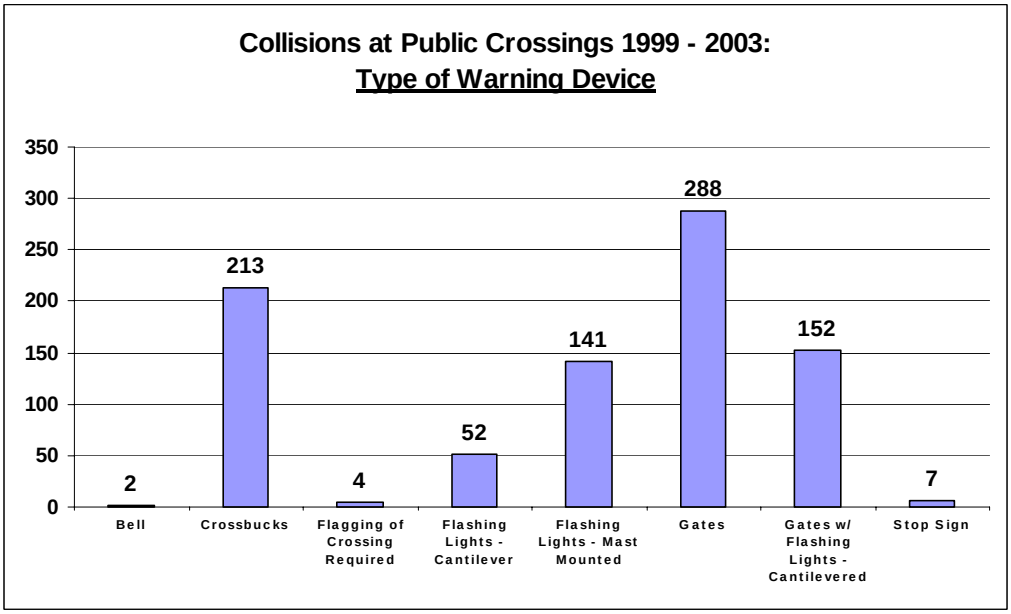
Visibility – Most train-vehicle collisions (60.2%) occur in daylight under good visibility.

Visibility	1999	2000	2001	2002	2003	Total	Percent
Dawn	7	6	5	2	1	21	2.4%
Day	109	124	111	87	86	517	60.2%
Dusk	5	7	5	8	10	35	4.1%
Night	57	59	67	61	42	286	33.3%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**



Type of Warning Devices – The majority of train-vehicle collisions (73.9%) occur at grade crossings equipped with train activated warning devices, such as flashing lights, or flashing lights and gates.

Warning Device Type	1999	2000	2001	2002	2003	Total	Percent
Bell	0	0	2	0	0	2	0.2%
Crossbucks	46	45	41	45	36	213	24.8%
Flagging of Crossing Required	0	0	2	1	1	4	0.5%
Flashing Lights - Cantilever	13	10	13	8	8	52	6.1%
Flashing Lights - Mast Mounted	25	35	28	22	31	141	16.4%
Gates	60	62	68	54	44	288	33.5%
Gates w/ Flashing Lights - Cantilevered	34	38	33	28	19	152	17.7%
Stop Sign	0	6	1	0	0	7	0.8%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**

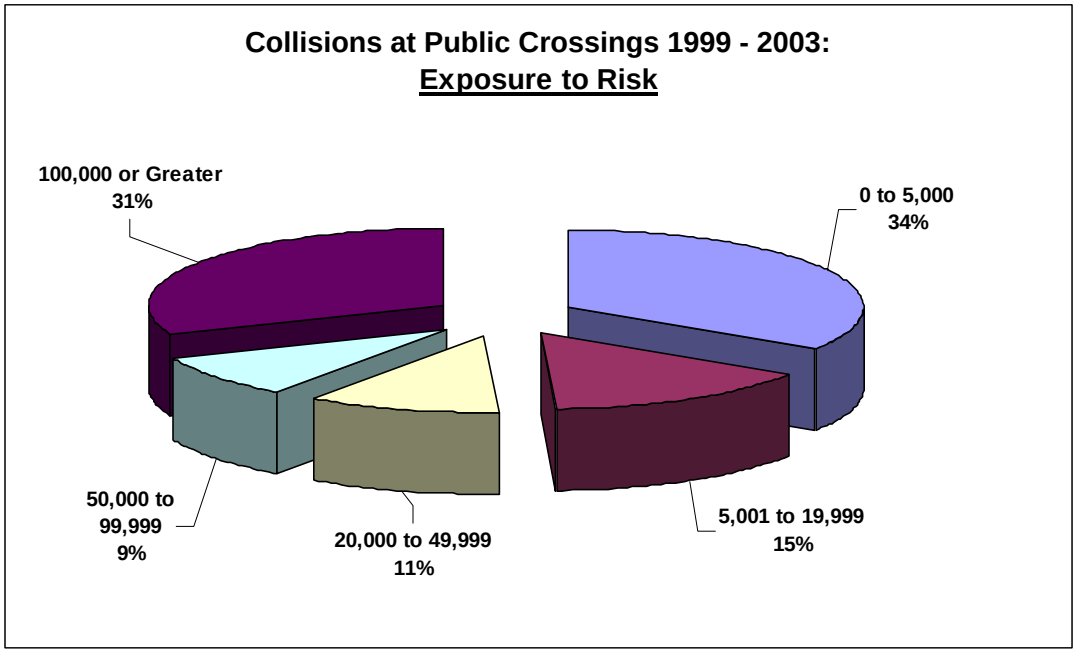


Warning Device Type	1999	2000	2001	2002	2003	Total	Percent
Active	132	145	144	112	102	635	73.9%
Passive	46	51	44	46	37	224	26.1%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**

Exposure to Risk – The risk of a train-vehicle collision occurring is estimated by multiplying the number of trains expected to pass through a crossing each day by the number of highway vehicles expected to travel the roadway that intersects the track. This product, referred to as the exposure factor, quantifies the exposure that a particular crossing has to the risk of a collision occurring. A grade crossing that only has two trains and 100 vehicles per day, has a very low estimated risk of a collision of 200. The highest risk value for a crossing in Illinois is for the CTA crossing of Cicero Avenue in Chicago at 5,544,000 units (AADT x Trains), followed by Harlem Avenue on the BNSF main line in Chicago at 5,088,000 (AADT x Trains). Collisions, however, are somewhat random and do not occur exactly in accordance with the expected risk.

The average public highway-rail grade crossing in Illinois has an exposure to risk of 56,066 units. The average crossing that experienced a train-vehicle collision, has a risk value of 255,819 units, or 4.5 times the risk of the average crossing statewide.

Exposure Category	Collisions	Percent
0 to 5,000	294	34.2%
5,001 to 19,999	128	14.9%
20,000 to 49,999	91	10.6%
50,000 to 99,999	79	9.2%
100,000 or Greater	267	31.1%
Total	**859**	**100.0%**



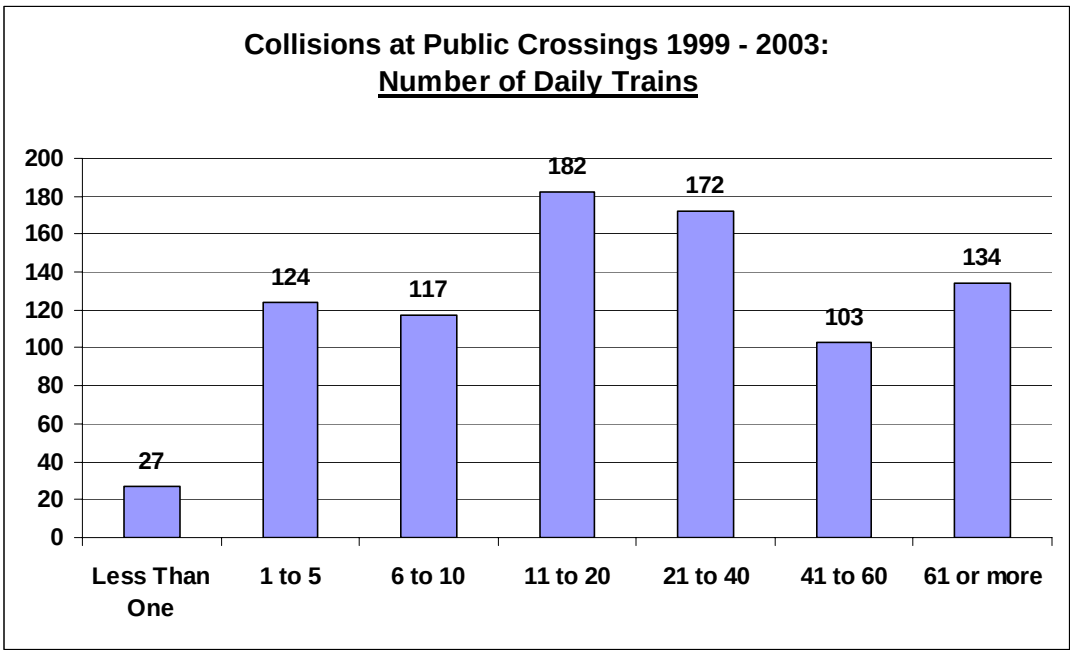
The table and chart above illustrate that collisions appear to be concentrated at the two ends of the risk continuum with 65 percent (65%) of collisions occurring at crossings with either relatively little risk, or a very great amount. This confirms that collisions cannot be predicted to a great degree. If all collisions occurred at high risk crossings, our job would be much easier when it comes to selecting locations for improvements.

Risk can be used as a relative measure to evaluate whether certain railroads experience more collisions than one would expect based on the relative share of risk. Analysis of the relative distribution of the actual occurrence of collisions, and the risk of a collision occurring, suggests that railroads such as Illinois Central and Norfolk Southern, experience more train-vehicle collisions than one would expect while BNSF experiences fewer collisions, and UP and CSX experience an amount close to what was expected.

Railroad Name	AAR Code	RR-Type	% of Rt Miles	% of Exposure	% of Collisions	Difference From Expected
Alton & Southern Railroad	ALS	Switch	0.2%	0.1%	0.0%	-0.1%
Amtrak	ATK	Passenger	9.6%	0.2%	6.4%	6.2%
Belt Railway Company of Chicago	BRC	Switch	0.2%	1.6%	0.7%	-0.9%
Bi-State Development Agency (MetroLink	BSDA	Passenger	0.2%	2.8%	0.2%	-2.6%
Bloomer Line	BLOL	Local	0.4%	0.0%	0.0%	0.0%
Burlington Northern Santa Fe Railway	BNSF	Major	13.1%	16.9%	15.2%	-1.7%
Chicago & Western Indiana Railroad	CWI	Local	0.1%	0.1%	0.0%	-0.1%
Chicago Central & Pacific (CN)	CC	Major	1.6%	1.8%	1.2%	-0.6%
Chicago Rail Link	CRL	Local	0.5%	0.2%	0.0%	-0.2%
Chicago South Shore & South Bend (NIC	CSSSB	Passenger	0.1%	0.2%	0.0%	-0.2%
Chicago Transit Authority	CTA	Passenger	0.0%	7.9%	0.0%	-7.9%
Crab Orchard & Egyptian Railroad	COER	Local	0.1%	0.1%	0.0%	-0.1%
CSX Transportation	CSX	Major	9.5%	5.4%	5.2%	-0.1%
Davenport & Rock Island Railroad	DRI	Local	0.0%	0.0%	0.0%	0.0%
Decatur Junction Railroad	DT	Local	0.3%	0.0%	0.0%	0.0%
Eastern Illinois Railroad Corporation	EIRC	Local	0.5%	0.0%	0.3%	0.3%
Elgin Joliet & Eastern Railroad	EJE	Switch	1.2%	1.1%	1.4%	0.4%
Grand Trunk Western Railroad (CN)	GTW	Major	0.2%	1.8%	0.5%	-1.3%
Illinois & Midland Railroad	IMRR	Local	1.1%	0.1%	1.0%	0.9%
Illinois Central Railroad (CN)	IC	Major	9.0%	4.5%	8.2%	3.7%
Illinois Railnet	IR	Local	0.7%	0.4%	0.3%	-0.1%
Indiana Harbor Belt Railroad	IHB	Switch	0.6%	1.6%	1.8%	0.2%
Indiana Railroad	INRD	Local	0.3%	0.1%	0.1%	0.0%
Iowa Interstate Railroad	IAIS	Major	2.0%	0.1%	1.3%	1.2%
Iowa, Chicago & Eastern Railroad	ICE	Major	1.8%	0.4%	1.2%	0.9%
Joppa & Eastern Railroad Company	JERX	Local	0.0%	0.0%	0.0%	0.0%
Kankakee Beaverville & Southern Railroa	KBSR	Local	0.9%	0.0%	0.1%	0.1%
Kansas City Southern Railway	KCS	Major	1.2%	0.2%	0.3%	0.1%
Keokuk Junction Railroad	KJRY	Local	0.6%	0.0%	0.0%	0.0%
Manufacturer's Junction Railroad	MJ	Local	0.0%	0.0%	0.0%	0.0%
Metra (NIRC & CCRZ)	Metra	Passenger	4.3%	17.2%	10.3%	-6.9%
Monticello Railroad Museum	MRMZ	Local	0.1%	0.0%	0.0%	0.0%
Norfolk Southern Railroad	NS	Major	11.7%	6.9%	15.6%	8.7%
Other (10 Short Lines)	OTHER	Local	0.1%	0.0%	0.1%	0.1%
Peoria & Pekin Union Railway	PPU	Switch	0.2%	0.1%	0.2%	0.1%
Peoria Peoria Heights & Western Railroa	PPHW	Local	0.1%	0.0%	0.0%	0.0%
Riverport Railroad	RVPR	Local	0.6%	0.0%	0.0%	0.0%
Shelbyville Industrial Railroad	SVIZ	Local	0.0%	0.0%	0.2%	0.2%
Soo Line (Canadian Pacific Railway)	SOO	Major	3.2%	2.3%	2.7%	0.4%
South Chicago & Indiana Harbor Railroad	SCIH	Local	0.0%	0.1%	0.0%	-0.1%
Terminal Railroad Association of St. Louis	TRRA	Switch	0.2%	0.6%	0.6%	0.0%
Toledo Peoria & Western Railroad	TPW	Major	1.8%	0.4%	0.8%	0.4%
Union Pacific Railroad	UP	Major	20.6%	22.3%	21.7%	-0.6%
Vandalia Railroad	VRRC	Local	0.0%	0.0%	0.0%	0.0%
Wisconsin & Southern Railroad	WSOR	Local	0.7%	0.0%	0.2%	0.2%
Wisconsin Central Limited (CN)	WC	Major	0.4%	2.3%	1.8%	-0.5%
Total			**100.0%**	**100.0%**	**100.0%**	

Number of Daily Trains – The minimum number of daily trains is no regularly scheduled trains per day, while a maximum is 172 trains per day. The average number of daily trains at crossings that experience a collision was 32 trains per day. In contrast, the statewide average for all public grade crossings is 16 trains per day.

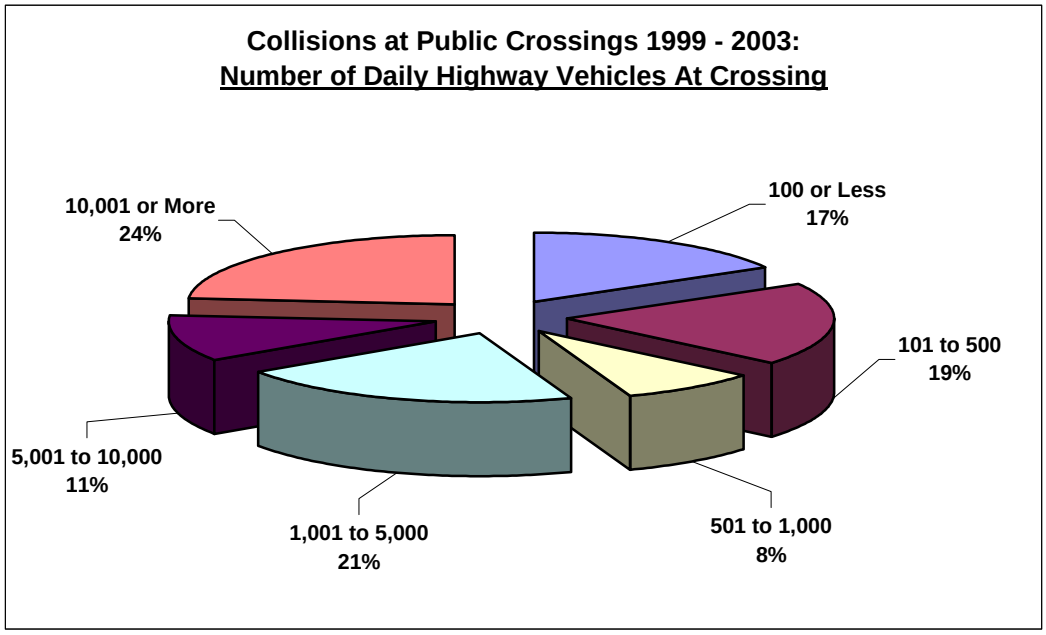
Daily Trains	Collisions	Percent
Less Than One	27	3.1%
1 to 5	124	14.4%
6 to 10	117	13.6%
11 to 20	182	21.2%
21 to 40	172	20.0%
41 to 60	103	12.0%
61 or more	134	15.6%
Total	**859**	**100.0%**



Forty-one percent (41%) of collisions occur at crossings with moderate daily train volumes.

Daily Highway Vehicles (AADT) – The minimum number of daily vehicles is nine per day and the maximum number is 51,300 vehicles per day. The average number of daily highway vehicles at crossings that experience a collision was 6,031 vehicles per day. In contrast, the statewide average for all public grade crossings is 2,492 vehicles per day.

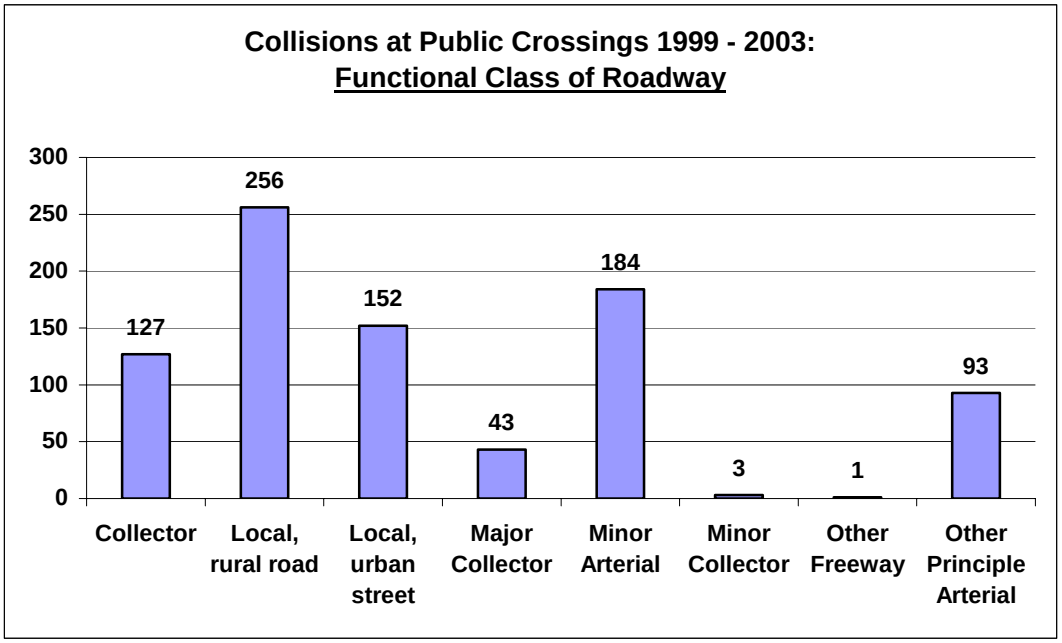
Highway Vehicles (AADT)	Collisions	Percent
100 or Less	144	16.8%
101 to 500	167	19.4%
501 to 1,000	70	8.1%
1,001 to 5,000	181	21.1%
5,001 to 10,000	95	11.1%
10,001 or More	202	23.5%
Total	**859**	**100.0%**



The greatest number of train-vehicle collisions occur at crossings with the greatest number of daily highway vehicles using the crossing.

Functional Classification of Roadway – The majority of train-vehicle collisions (47.5%) occur on local roads and streets. Highway-rail grade crossings on rural roads account for 30 percent (30%) of all collisions.

Functional Class of Road	1999	2000	2001	2002	2003	Total	Percent
Collector	26	30	27	23	21	127	14.8%
Local, rural road	52	61	52	51	40	256	29.8%
Local, urban street	34	33	39	20	26	152	17.7%
Major Collector	10	10	7	8	8	43	5.0%
Minor Arterial	32	36	44	41	31	184	21.4%
Minor Collector	0	1	1	1	0	3	0.3%
Other Freeway	1	0	0	0	0	1	0.1%
Other Principle Arterial	23	25	18	14	13	93	10.8%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**



State Route?	1999	2000	2001	2002	2003	Total	Percent
No	140	155	157	122	114	688	80.1%
Yes	38	41	31	36	25	171	19.9%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**

The majority of train-vehicle collisions occur on the state's local roadway system, and not on state maintained routes. Approximately 10 percent (10%) of all public grade crossings in Illinois are located on state maintained routes, compared to 20 percent (20%) of collisions occurring on the state maintained system.

Train Horn Sounding – State law requires all trains to sound a horn warning one-quarter mile (1/4 mile) before and until reaching the grade crossing. Railroads are excused from this requirement at grade crossings that are equipped with train activated warning devices, such as flashing lights, or flashing lights and gates, and if the grade crossing has had fewer than three collisions in the previous five years. Outside of the Chicago metropolitan area, all Illinois railroads sound train horns on a routine basis.

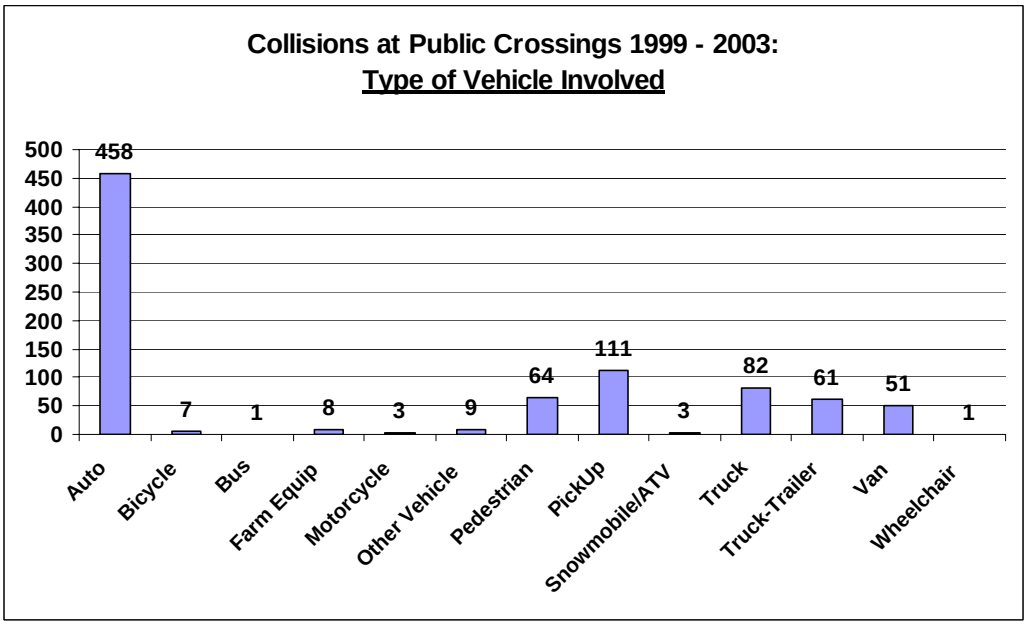
Only at approximately 400 grade crossings, which are primarily along Metra routes in northeastern Illinois, as well the Indiana Harbor Belt Line from Blue Island to Franklin Park, do railroads observe the excusal provided by the Commission. Commission orders also require horn sounding at approximately 60 grade crossings with pronounced collision histories, as well as any new grade crossings constructed. The FRA's Final Rule requiring horn sounding at all public grade crossings takes effect December 18, 2004, at which time the State's current statute and administrative rules will become void.

Horn Sounding	1999	2000	2001	2002	2003	Total	Percent
Excused - RR ignores	84	100	98	65	67	414	48.2%
Excused - RR observes	34	27	31	35	25	152	17.7%
Excused - RR partial day	1	1	1	0	0	3	0.3%
Required - collisions	5	10	7	4	6	32	3.7%
Required - new crossing	1	0	1	0	0	2	0.2%
Required - not AFLS	0	0	1	1	0	2	0.2%
Required - passive W/D	53	58	49	53	41	254	29.6%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**

Train horn ban grade crossings account for 37 percent of the state's total exposure to a risk of a train-vehicle collision, yet experience only 18 percent of the actual number of collisions. Analysis of the train horn ban grade crossings by statisticians at the University of Illinois indicated that these grade crossings actually experience fewer collisions than comparable gated grade crossings in the Chicago area.

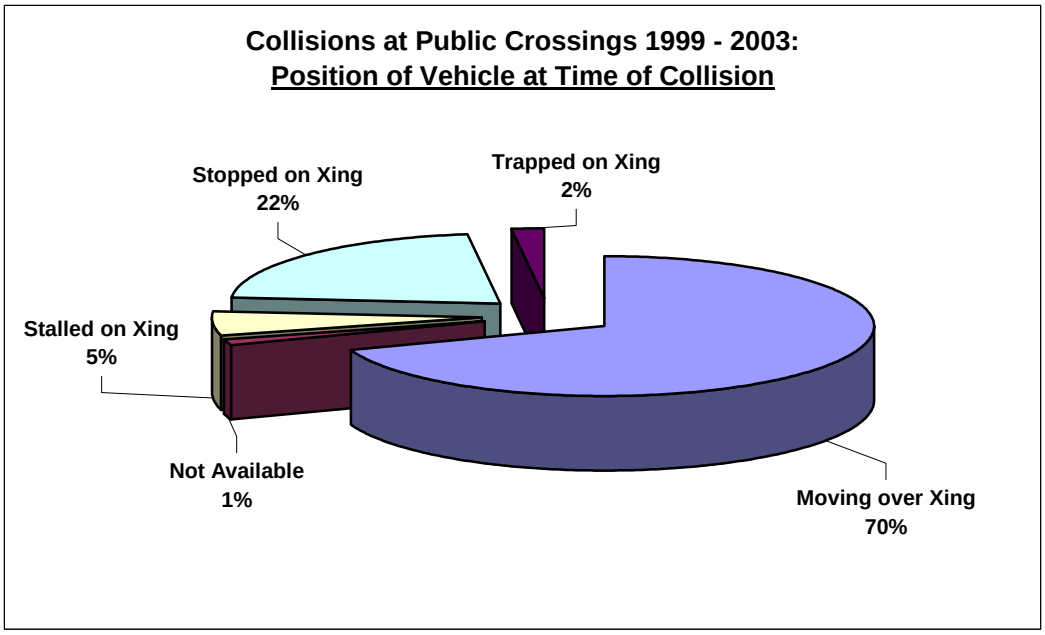
Type of Vehicle – The majority of train-vehicle collisions involve automobiles (53.3%), followed by pick-up trucks (12.9%).

Type of Vehicle	1999	2000	2001	2002	2003	Total	Percent
Auto	89	109	98	78	84	458	53.3%
Bicycle	3	1	1	1	1	7	0.8%
Bus	1	0	0	0	0	1	0.1%
Farm Equip	2	0	3	2	1	8	0.9%
Motorcycle	0	2	1	0	0	3	0.3%
Other Vehicle	1	3	2	1	2	9	1.0%
Pedestrian	13	13	15	13	10	64	7.5%
PickUp	20	26	25	22	18	111	12.9%
Snowmobile/ATV	1	0	0	1	1	3	0.3%
Truck	25	17	14	17	9	82	9.5%
Truck-Trailer	15	16	13	11	6	61	7.1%
Van	8	9	15	12	7	51	5.9%
Wheelchair	0	0	1	0	0	1	0.1%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**



Position of the Vehicle at Time of Collision – Vehicles may either be moving over the crossing when struck, stopped on the crossing, the vehicle may be stalled, or the vehicle may be trapped on the crossing by other traffic.

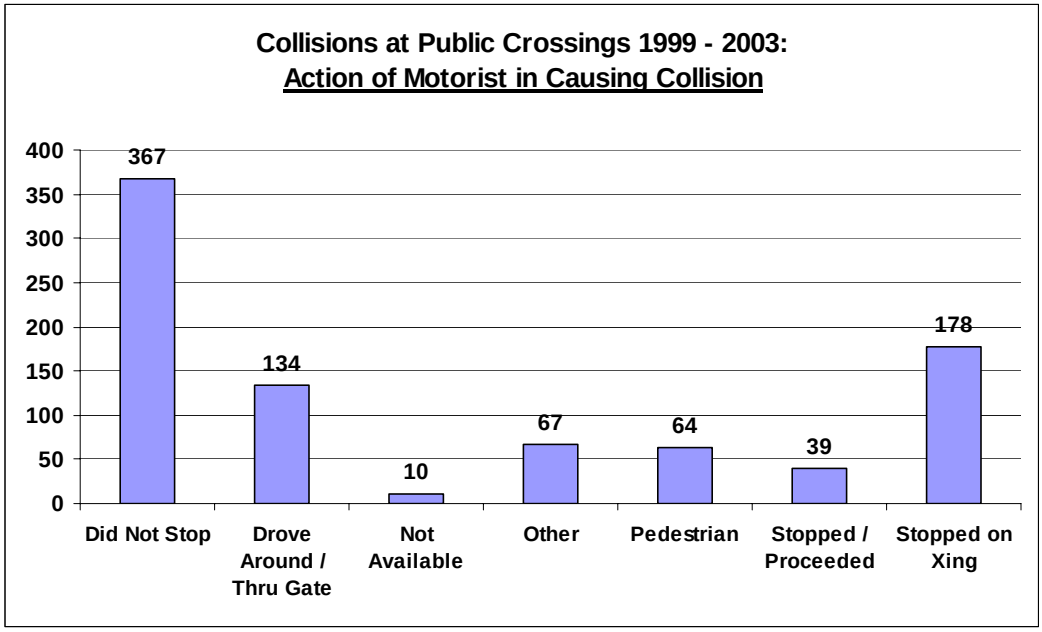
Position of Vehicle	1999	2000	2001	2002	2003	Total	Percent
Moving over Xing	121	134	133	107	102	597	69.5%
Not Available	0	2	4	4	2	12	1.4%
Stalled on Xing	11	10	10	8	7	46	5.4%
Stopped on Xing	44	45	35	36	27	187	21.8%
Trapped on Xing	2	5	6	3	1	17	2.0%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**



The majority of collisions (69.5%) occur while the vehicle was moving over the crossing.

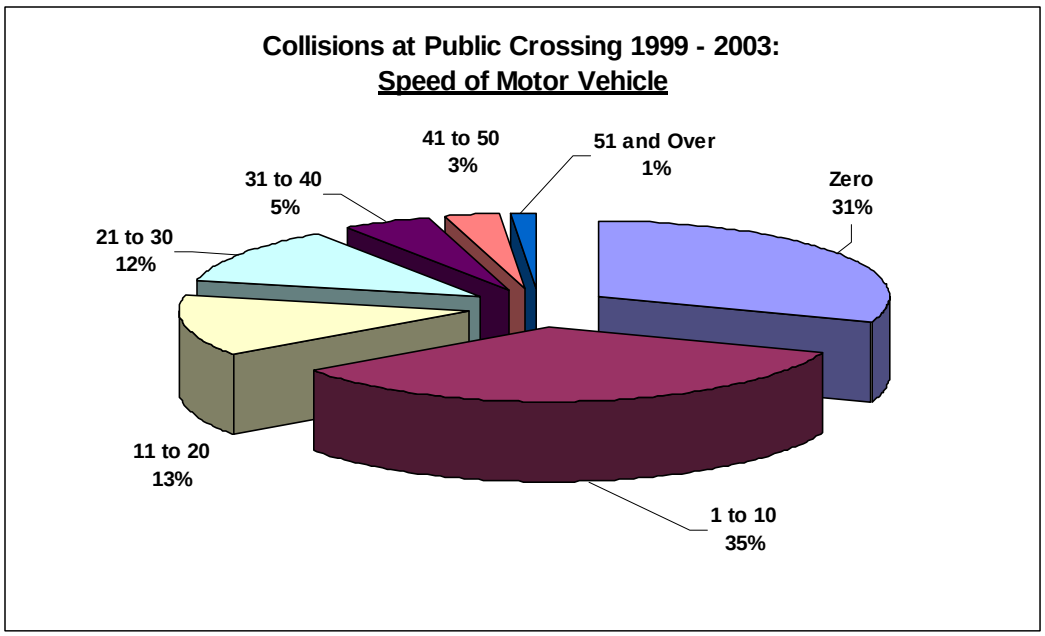
Action of Motorist in Contributing to the Collision – Most frequently, motorists simply do not stop and yield the right-of-way to the train (42.7%). A smaller number of train-vehicle collisions (15.6%) occur due to the motorist actively attempting to avoid activated warning devices by driving around or through the gates.

Motorist Action	1999	2000	2001	2002	2003	Total	Percent
Did Not Stop	83	83	76	66	59	367	42.7%
Drove Around / Thru Gate	20	29	34	23	28	134	15.6%
Not Available	1	2	3	2	2	10	1.2%
Other	15	20	16	10	6	67	7.8%
Pedestrian	13	13	15	13	10	64	7.5%
Stopped / Proceeded	7	10	6	7	9	39	4.5%
Stopped on Xing	39	39	38	37	25	178	20.7%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**

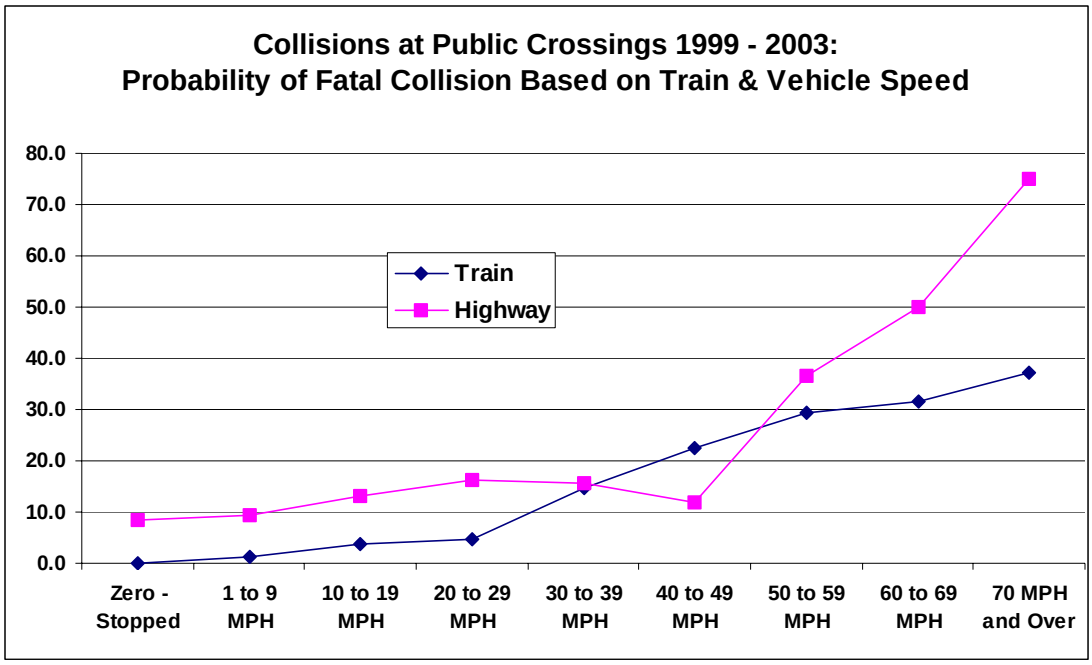


Speed of Highway Vehicle – Two-thirds of train-vehicle collisions occur while the motor vehicle was either stopped on the tracks and was not moving, or moving very slowly at less than 10 MPH. Vehicle speed was not available in 94 collisions, of which 64 involved pedestrians.

Vehicle Speed	1999	2000	2001	2002	2003	Total	Percent
0	55	55	45	44	34	233	30.5%
1	4	5	1	5	4	19	2.5%
2	1	7	7	4	6	25	3.3%
3	2	4	6	3	4	19	2.5%
4	1	2	2	1	0	6	0.8%
5	21	21	19	15	22	98	12.8%
6	1	1	1	0	0	3	0.4%
7	1	0	0	0	0	1	0.1%
8	1	0	0	1	2	4	0.5%
10	18	24	22	13	11	88	11.5%
12	0	0	0	1	0	1	0.1%
15	10	7	8	9	6	40	5.2%
17	0	0	1	0	0	1	0.1%
20	19	15	11	7	9	61	8.0%
25	8	13	15	10	7	53	6.9%
28	0	0	1	0	0	1	0.1%
30	5	5	9	6	14	39	5.1%
35	6	5	4	2	2	19	2.5%
37	0	1	0	0	0	1	0.1%
40	4	5	3	4	2	18	2.4%
45	1	2	2	3	2	10	1.3%
50	4	2	2	4	1	13	1.7%
55	0	2	3	2	0	7	0.9%
60	0	0	0	1	2	3	0.4%
70	1	0	0	0	0	1	0.1%
Total	**163**	**176**	**162**	**135**	**128**	**764**	**100.0%**



Speed of Vehicle and Fatalities – Highway vehicle and train speed both influence whether or not a train-vehicle collision will result in injury or fatality. When train and/or highway vehicle speed is under 10 MPH, there is less than a 10 percent (10%) chance of a fatality occurring. Once either the vehicle or train speed hits 50 MPH, the probability of a fatality occurring increases to over 30 percent (30%). Once vehicle speed exceeds 50 MPH, the probability of a fatality occurring reaches 50 percent (50%).

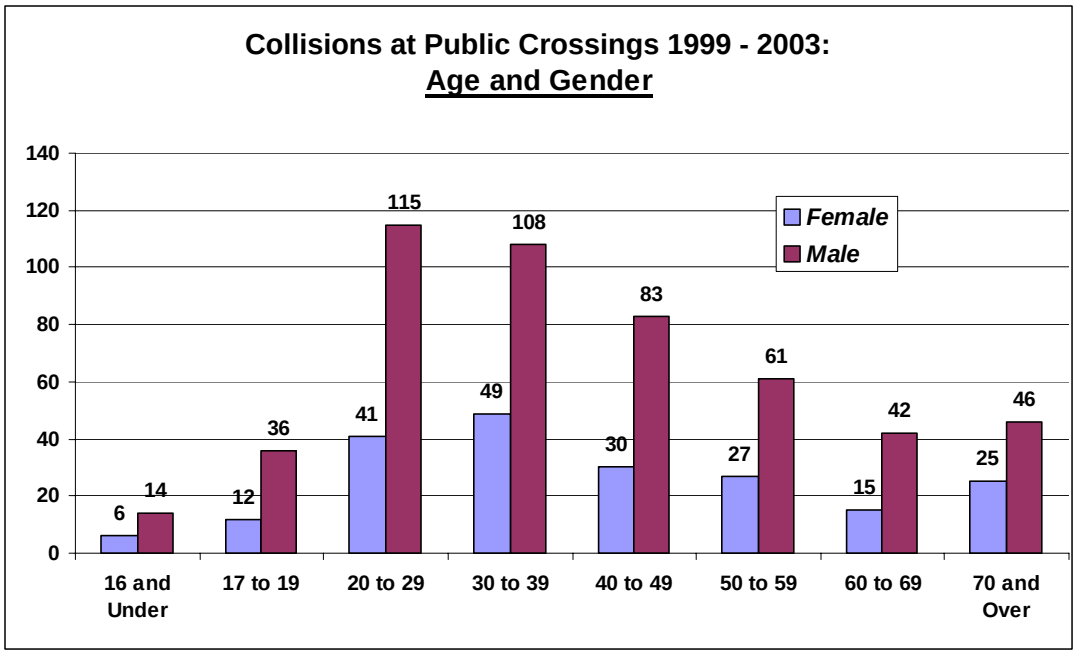


The Driver of the Vehicle – The driver is not always in the vehicle when the collision occurred. In approximately 15 percent (15%) of all collisions, the driver was able to exit the vehicle prior to impact, or the vehicle was abandoned on the track. In the cases where the driver was not able to exit the vehicle, the driver was injured in or killed in about 36 percent (36%) of all collisions.

Driver in Vehicle?	1999	2000	2001	2002	2003	Total	Percent
No	29	31	23	20	13	116	14.8%
Yes	135	150	147	123	114	669	85.2%
Total	**164**	**181**	**170**	**143**	**127**	**785**	**100.0%**

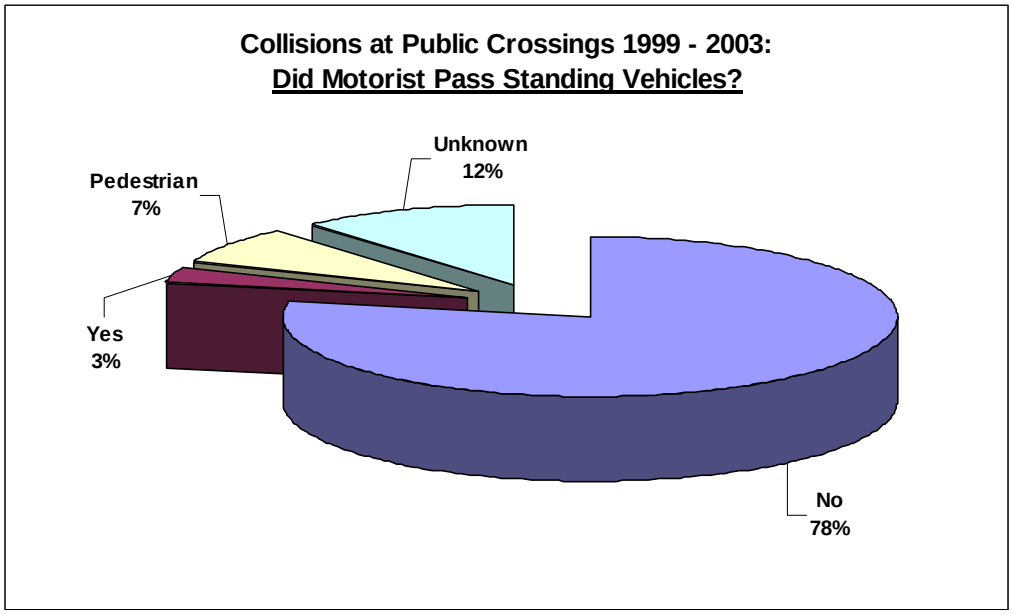
Driver Injured?	1999	2000	2001	2002	2003	Total	Percent
Injured	33	43	54	37	34	201	25.6%
Killed	27	21	13	8	17	86	11.0%
Uninjured	103	117	103	98	76	497	63.4%
Total	**163**	**181**	**170**	**143**	**127**	**784**	**100.0%**

Age and Gender of Motorist or Pedestrian – Train-vehicle collisions can involve injuries and fatalities to the driver of the vehicle, as well as passengers in the vehicle, members of the train crew, and passengers on board the train. The age and gender of only the driver or pedestrian are recorded on the FRA collision report form. The youngest fatality was a 5 year old boy and the oldest fatality between 1999 and 2003, occurred to a 95 year old man. The average age of a female motorist or pedestrian involved in a grade crossing collision was 42 and 41 was the average age for a male.



Driver Behavior – The action of the motorist in contributing to the cause of the collision is recorded on the FRA report. The driver may have passed standing traffic that was already stopped at the crossing waiting for the train to arrive and pass. This is the most egregious violation and most likely to end in a collision.

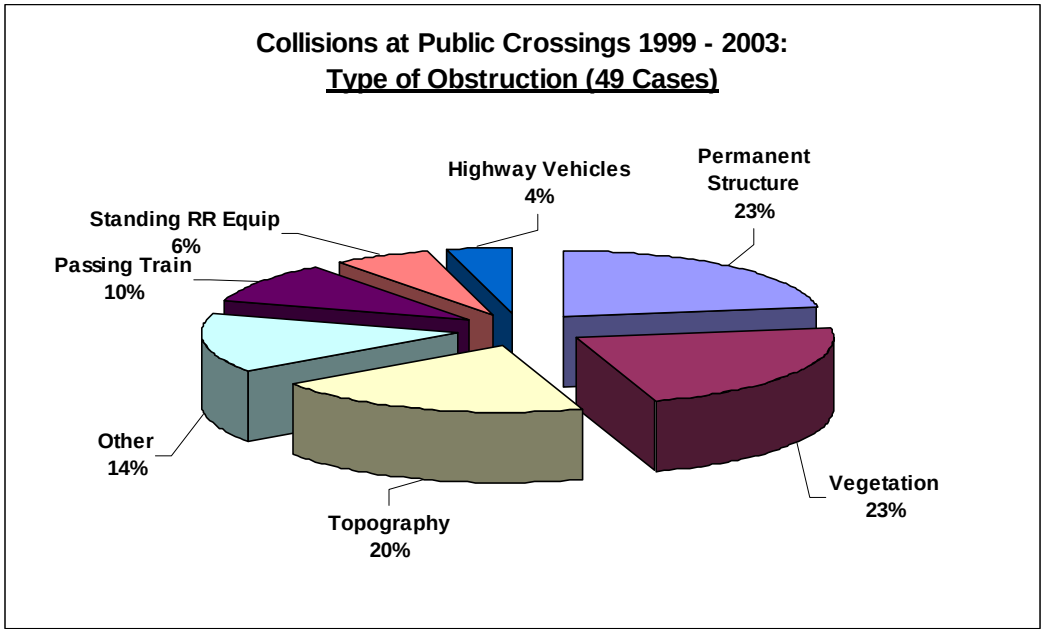
Pass Standing Vehicle	1999	2000	2001	2002	2003	Total	Percent
No	144	156	141	123	107	671	78.1%
Yes	6	4	6	4	5	25	2.9%
Pedestrian	13	13	15	13	10	64	7.5%
Unknown	15	23	26	18	17	99	11.5%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**



Obstructions – Obstructions that block a motorist's vision at the crossing occasionally (6%) contribute to the collision's occurrence. The majority of collision report forms (94%) indicate that there was no visibility obstructions at the crossing.

Type of Obstruction	1999	2000	2001	2002	2003	Total	Percent
Not Obstructed	157	166	166	137	120	746	93.8%
Permanent Structure	1	5	1	3	1	11	1.4%
Vegetation	4	3	1	2	1	11	1.4%
Topography	0	1	3	3	3	10	1.3%
Other	2	3	1	0	1	7	0.9%
Passing Train	0	3	1	0	1	5	0.6%
Standing RR Equip	1	2	0	0	0	3	0.4%
Highway Vehicles	0	0	0	0	2	2	0.3%
Total	**165**	**183**	**173**	**145**	**129**	**795**	**100.0%**

Note: 64 Pedestrian Incidents Not Included Due to No Data.



Obstructions are rarely reported, however when an obstruction is reported, it is typically a building or vegetation, that has obscured the motorist's vision.

Reporting Railroad – The railroad that was operating the equipment is generally the railroad that files the collision report with the FRA. In contrast, the railroad that owns, or is responsible for the grade crossing generally does not report a train-vehicle collision, however in most cases, the railroad operating the train is the same as that owning the track and crossing. For example, Amtrak owns only two grade crossings in Illinois, yet operates over hundreds of crossings throughout Illinois, however Amtrak is the entity responsible for reporting incidents involving its trains, and not the host railroad. In addition, train-vehicle collisions that involve a passenger train, or result in a fatality are required to be immediately telephoned to the Commission's hot line at (217) 782-4971.

Railroad	Collisions						
Type	1999	2000	2001	2002	2003	Total	Percent
UP	37	49	37	34	32	189	22.0%
NS	27	24	30	24	24	129	15.0%
BNSF	27	31	24	25	20	127	14.8%
IC	18	21	15	10	13	77	9.0%
CSX	9	8	13	11	7	48	5.6%
SOO	3	4	4	4	2	17	2.0%
WC	2	3	8	3	1	17	2.0%
CC	3	5	2	0	2	12	1.4%
GTW	0	0	3	0	1	4	0.5%
KCS	1	1	1	0	0	3	0.3%
Class 1 Railroads	**127**	**146**	**137**	**111**	**102**	**623**	**72.5%**
Metra	21	18	22	19	18	98	11.4%
Amtrak	11	13	9	11	10	54	6.3%
BSDA	0	0	1	0	1	2	0.2%
Passenger Railroads	**32**	**31**	**32**	**30**	**29**	**154**	**17.9%**
EJE	4	2	2	6	0	14	1.6%
IHB	2	4	3	1	2	12	1.4%
TRRA	0	0	1	3	1	5	0.6%
BRC	1	0	3	0	0	4	0.5%
PPU	1	0	0	0	0	1	0.1%
Switching Railroads	**8**	**6**	**9**	**10**	**3**	**36**	**4.2%**
IAIS	4	4	1	1	1	11	1.3%
ICE	2	4	1	0	2	9	1.0%
TPW	2	2	3	0	1	8	0.9%
WSOR	0	1	0	0	0	1	0.1%
Regional Railroads	**8**	**11**	**5**	**1**	**4**	**29**	**3.4%**
IMRR	3	0	2	2	1	8	0.9%
EIRC	0	0	2	1	0	3	0.3%
IR	0	1	0	1	0	2	0.2%
INRD	0	1	0	0	0	1	0.1%
KBSR	0	0	0	1	0	1	0.1%
PRY	0	0	0	1	0	1	0.1%
SVIZ	0	0	1	0	0	1	0.1%
Local Railroads	**3**	**2**	**5**	**6**	**1**	**17**	**2.0%**
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**

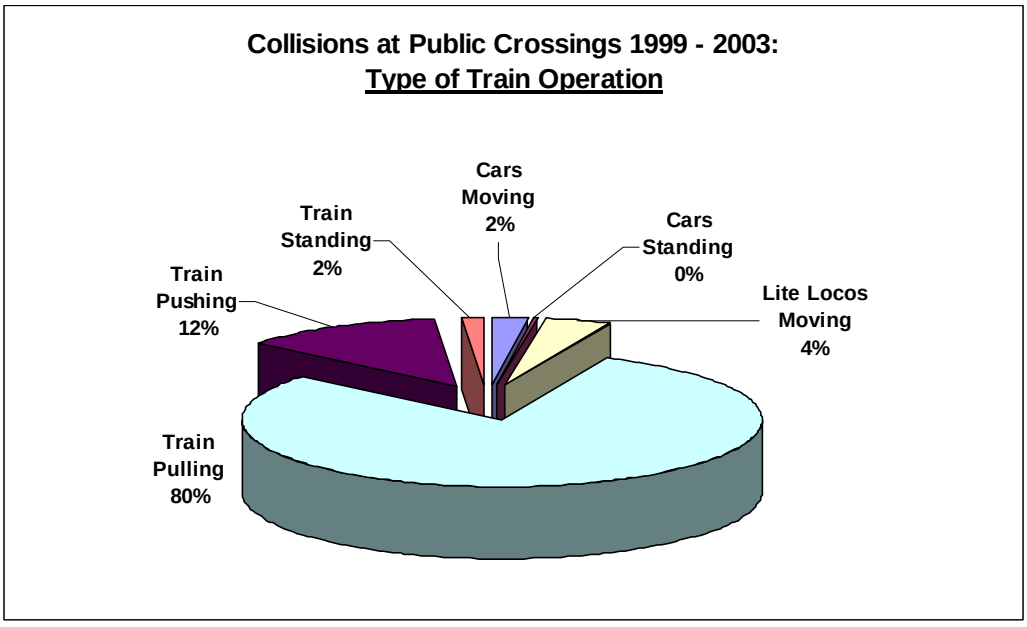
Type of Train – The majority of train-vehicle collisions (76%) involve freight trains of one type or another, however collisions involve Amtrak, Metra, and MetroLink light rail trains, as well.

Type or Railroad	1999	2000	2001	2002	2003	Total	Percent
Amtrak-BNSF	5	1	2	1	4	13	1.5%
Amtrak-CP	0	1	1	1	0	3	0.3%
Amtrak-CWI	1	0	0	0	1	2	0.2%
Amtrak-GTW	0	1	0	0	0	1	0.1%
Amtrak-IC	2	2	1	3	1	9	1.0%
Amtrak-TRRA	0	0	0	0	1	1	0.1%
Amtrak-UP	3	8	5	6	3	25	2.9%
BSDA-MetroLink	0	0	1	0	1	2	0.2%
Freight	112	139	133	101	86	571	66.5%
Metra-BNSF	4	2	3	1	2	12	1.4%
Metra-HC	0	0	1	0	0	1	0.1%
Metra-IC-BI	1	1	1	0	2	5	0.6%
Metra-IC-SC	4	1	4	6	5	20	2.3%
Metra-MILW-Fox	1	0	2	1	1	5	0.6%
Metra-MILW-N	8	2	2	2	2	16	1.9%
Metra-MILW-W	3	5	6	2	2	18	2.1%
Metra-NCS	0	0	0	3	0	3	0.3%
Metra-RI-Bev	3	3	3	1	3	13	1.5%
Metra-RI-Main	1	2	2	4	2	11	1.3%
Metra-SWS	0	2	1	0	1	4	0.5%
Metra-UP-N	2	0	1	1	0	4	0.5%
Metra-UP-NW	6	8	3	3	4	24	2.8%
Metra-UP-W	3	1	1	3	1	9	1.0%
Maint. Of Way	4	7	5	5	4	25	2.9%
Switching	15	10	10	14	13	62	7.2%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**

Type or Railroad	1999	2000	2001	2002	2003	Total	Percent
Freight	112	139	133	101	86	571	66.5%
Maint. Of Way	4	7	5	5	4	25	2.9%
Switching	15	10	10	14	13	62	7.2%
Metra - All Lines	36	27	30	27	25	145	16.9%
Amtrak - All Lines	11	13	9	11	10	54	6.3%
BSDA- MetroLink	0	0	1	0	1	2	0.2%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**

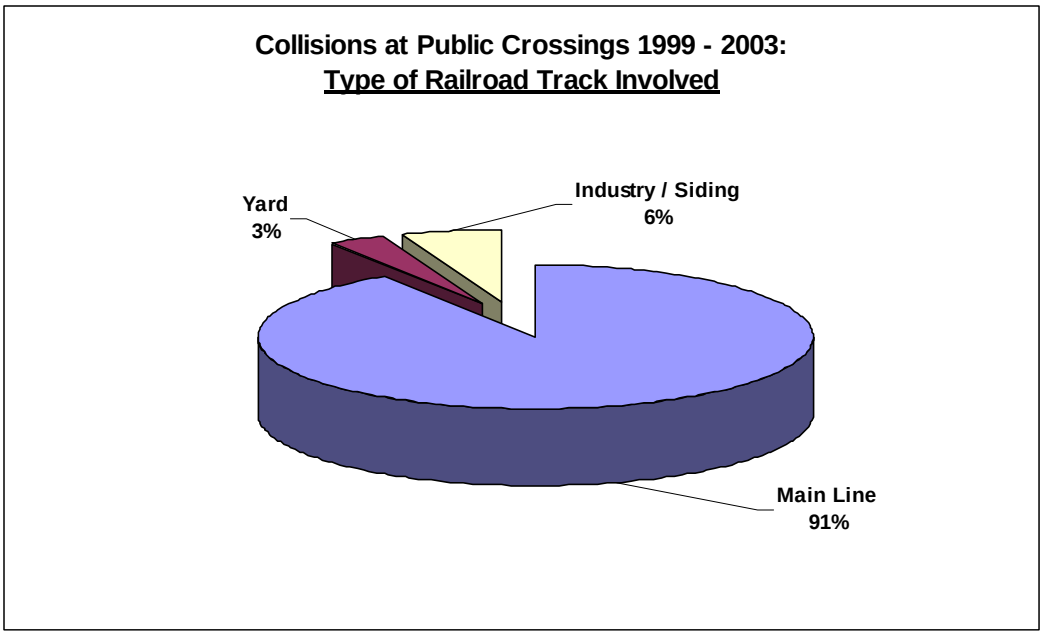
Type of Train Operation – the most common method of train operation is for the locomotive to lead the train and pull the following cars. However, trains may also be operated by the locomotive pushing from behind, as is often the case with Metra trains where a cab control car leads the consist and the locomotive trails. Train-vehicle collisions may also involve individual cars, or cuts of cars that are moving on an industry track, or standing on a track while other cars are being switched. The FRA has recently introduced a new rule requiring all freight cars in general service to be reflectorized to enhance their visibility, particularly at night. Finally, train-vehicle collisions may also involve individual locomotives moving on the track without any cars, this is referred to as a "lite" locomotive move.

Type of Train Operation	1999	2000	2001	2002	2003	Total	Percent
Cars Moving	2	5	4	4	3	18	2.1%
Cars Standing	0	2	1	1	0	4	0.5%
Lite Locos Moving	5	8	13	5	4	35	4.1%
Train Pulling	145	154	146	126	112	683	79.5%
Train Pushing	21	25	21	20	19	106	12.3%
Train Standing	5	2	3	2	1	13	1.5%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**



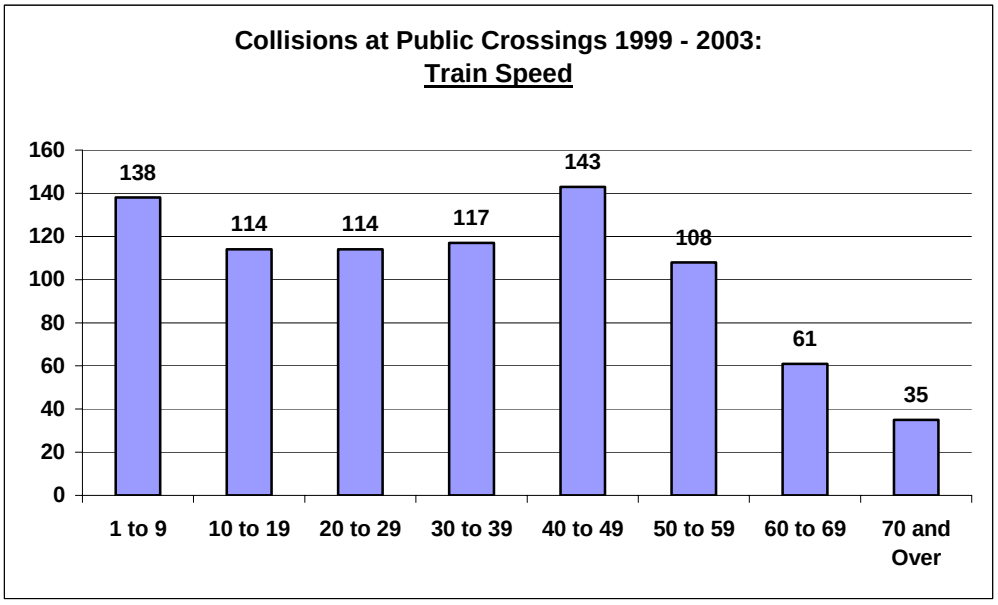
Type of Track – Over 90 percent (90%) of all train-vehicle collisions occur on main line track.

Type of Railroad Track	1999	2000	2001	2002	2003	Total	Percent
Main Line	163	180	168	143	126	780	90.8%
Yard	4	6	5	8	5	28	3.3%
Industry / Siding	11	10	15	7	8	51	5.9%
Total	178	196	188	158	139	859	100.0%



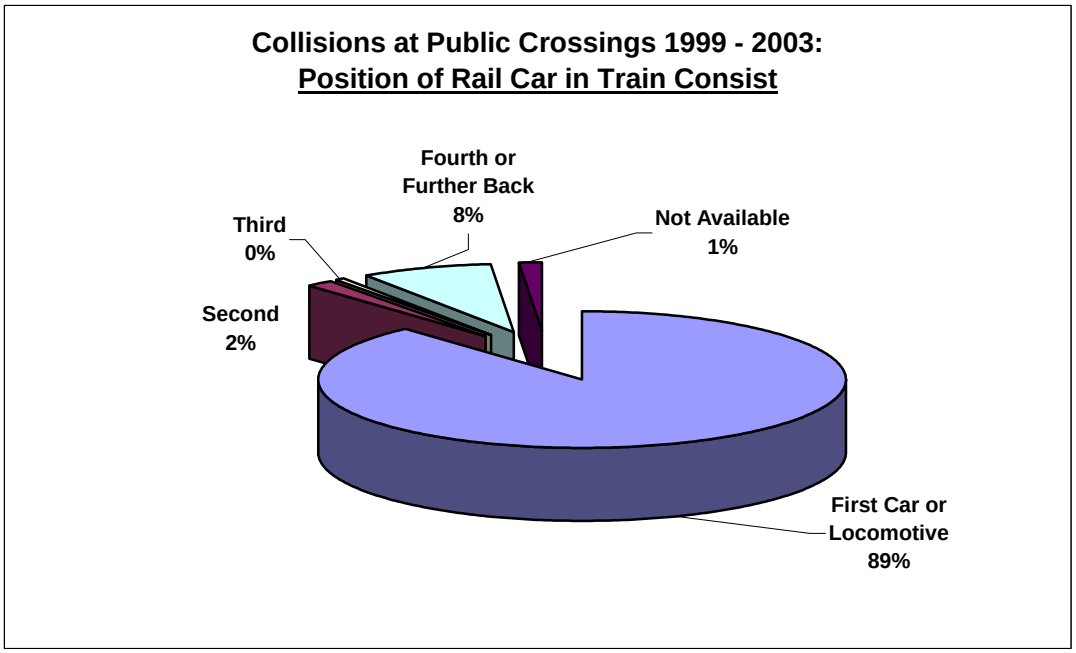
Speed of Train – The greatest number of train-vehicle collisions (17%) occur with a train speed between 40 and 49 MPH, followed by collisions that occur at a very low speed of less than 10 MPH.

Train Speed	Collisions	Percent
1 to 9	138	16.6%
10 to 19	114	13.7%
20 to 29	114	13.7%
30 to 39	117	14.1%
40 to 49	143	17.2%
50 to 59	108	13.0%
60 to 69	61	7.3%
70 and Over	35	4.2%
Total	**830**	**100.0%**
Not Available	29	



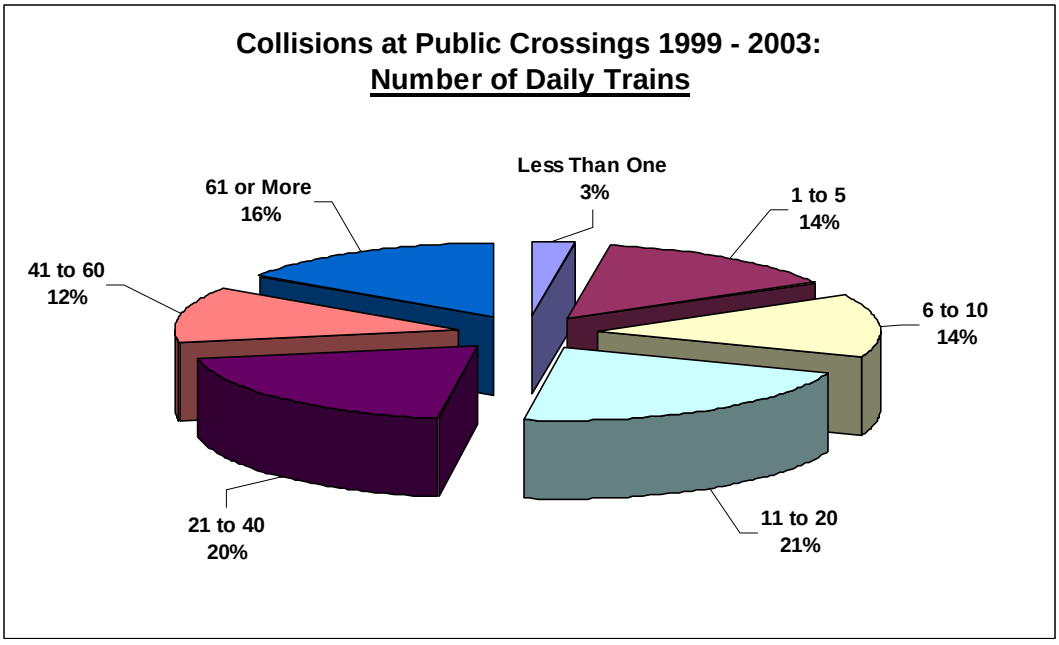
Position of Rail Car Struck – A small percentage of collisions (8.1%) occur where the highway user struck the train well beyond the locomotive.

RR Car Struck	1999	2000	2001	2002	2003	Total	Percent
First	160	176	163	138	122	759	88.4%
Second	2	6	3	1	2	14	1.6%
Third	2	0	0	0	2	4	0.5%
Fourth or Further Back	14	12	18	15	11	70	8.1%
Not Available	0	2	4	4	2	12	1.4%
Total	**178**	**196**	**188**	**158**	**139**	**859**	**100.0%**



Number of Daily Trains – Most collisions (41.2%) occur on well used main lines that see between 11 and 40 trains per day.

Daily Trains	Collisions	Percent
Less Than One	22	2.6%
1 to 5	124	14.4%
6 to 10	120	14.0%
11 to 20	182	21.2%
21 to 40	172	20.0%
41 to 60	105	12.2%
61 or More	134	15.6%
Total	**859**	**100.0%**



Second Train – A small number of collisions occur because the motorist or pedestrian was struck by a second train at the crossing that the motorist or pedestrian did not see.

Second Train?	1999	2000	2001	2002	2003	Total	Percent
No	157	171	165	140	122	755	95.0%
Unknown	7	7	3	2	2	21	2.6%
Yes	1	5	5	3	5	19	2.4%
Total	**165**	**183**	**173**	**145**	**129**	**795**	**100.0%**
Pedestrian	13	13	15	13	10	64	8.1%
Grand Total	178	196	188	158	139	859	

Note: Second Train is Not Available for Pedestrian Collisions

Crossing Collision Summary

In order to summarize this section, we will portray what the average train-vehicle collision at a public highway-rail grade crossing looks like based upon the data just presented. For each table or figure, we will take the leading value as the common indicator.

The Average Collision:

On a clear January day with good visibility between 3:00 p.m. and 5:59 p.m. a collision occurred between a freight train and an automobile. The collision occurred in an urbanized area on a local road or street that is not part of the state maintained highway system and that has an average of approximately 10,000 vehicles per day traveling over the crossing.

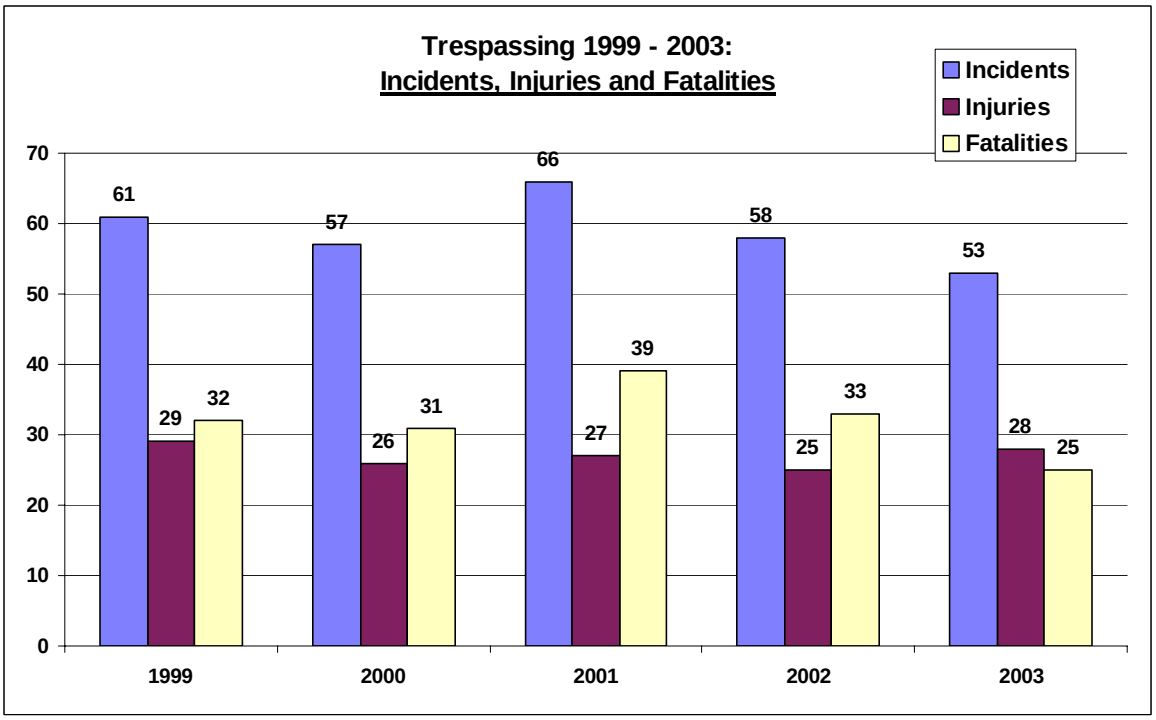
No injuries or fatalities resulted, however the vehicle sustained significant property damage. The 20 to 29 year old male driver disregarded the activated warning gates and did not stop his auto that was traveling between 1 and 10 miles per hour and was struck by the lead unit in the train. There were no sight obstructions reported at the crossing and the driver was in the vehicle at the moment of impact between the train and vehicle.

The locomotive's train horn is routinely sounded at this crossing as it is not part of a quiet zone. The crossing is on a main line track that experiences 11 to 20 trains per day at a speed of between 40 and 49 miles per hour. There was not a second train present, nor did the driver drive around any standing vehicles already stopped at the crossing waiting for the train. The cause of this collision was driver error.

5. TRESPASSING ON RAILROAD PROPERTY

General Summary of Incidents: 1999 – 2003

Month	1999		2000		2001		2002		2003		Total	
	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed
January	0	2	3	2	2	3	0	3	0	1	5	11
February	0	5	0	3	0	2	1	2	3	0	4	12
March	1	3	1	1	1	1	2	4	0	3	5	12
April	6	4	0	1	4	5	1	2	4	3	15	15
May	4	1	2	5	1	6	5	2	1	3	13	17
June	4	0	3	2	7	5	1	2	3	4	18	13
July	5	5	7	1	4	3	1	2	5	2	22	13
August	1	5	3	2	2	3	5	4	4	0	15	14
September	3	1	3	4	1	4	2	1	3	2	12	12
October	0	3	0	7	2	3	4	2	3	3	9	18
Novemeber	3	3	2	2	1	2	2	7	2	1	10	15
December	2	0	2	1	2	2	1	2	0	3	7	8
Total	**29**	**32**	**26**	**31**	**27**	**39**	**25**	**33**	**28**	**25**	**135**	**160**
Incidents	**61**		**57**		**66**		**58**		**53**		**295**	

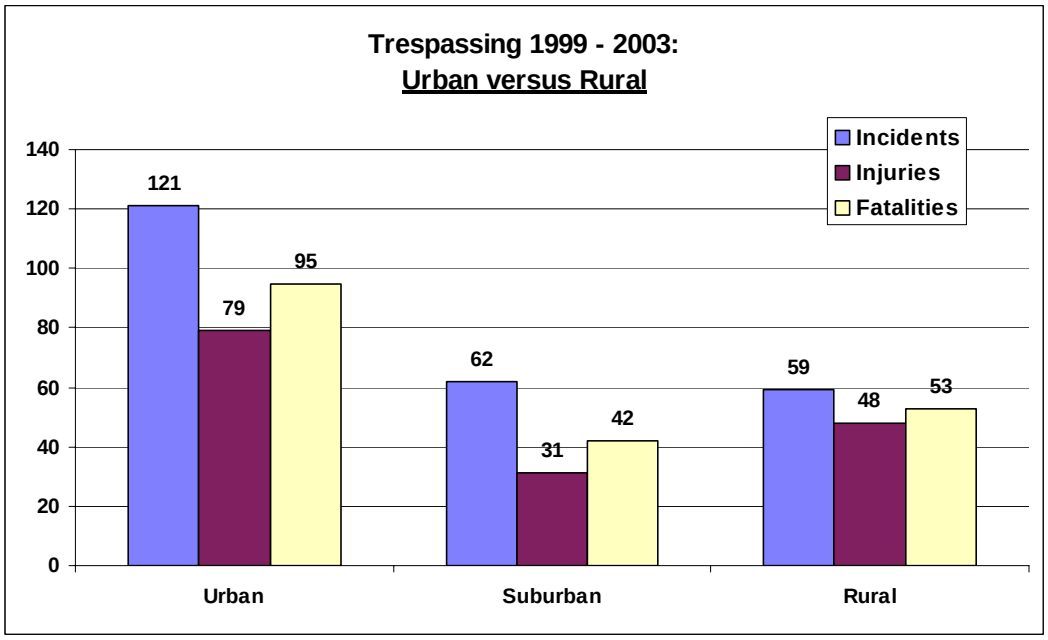


Number of Trespassing Incidents, Injuries and Fatalities by Urban, Suburban and Rural Occurrence

Table

Type	Incidents	%	Injured	%	Killed	%
Urban	121	41.0%	62	45.9%	59	36.9%
Suburban	79	26.8%	31	23.0%	48	30.0%
Rural	95	32.2%	42	31.1%	53	33.1%
Total	**295**	**100.0%**	**135**	**100.0%**	**160**	**100.0%**

Chart

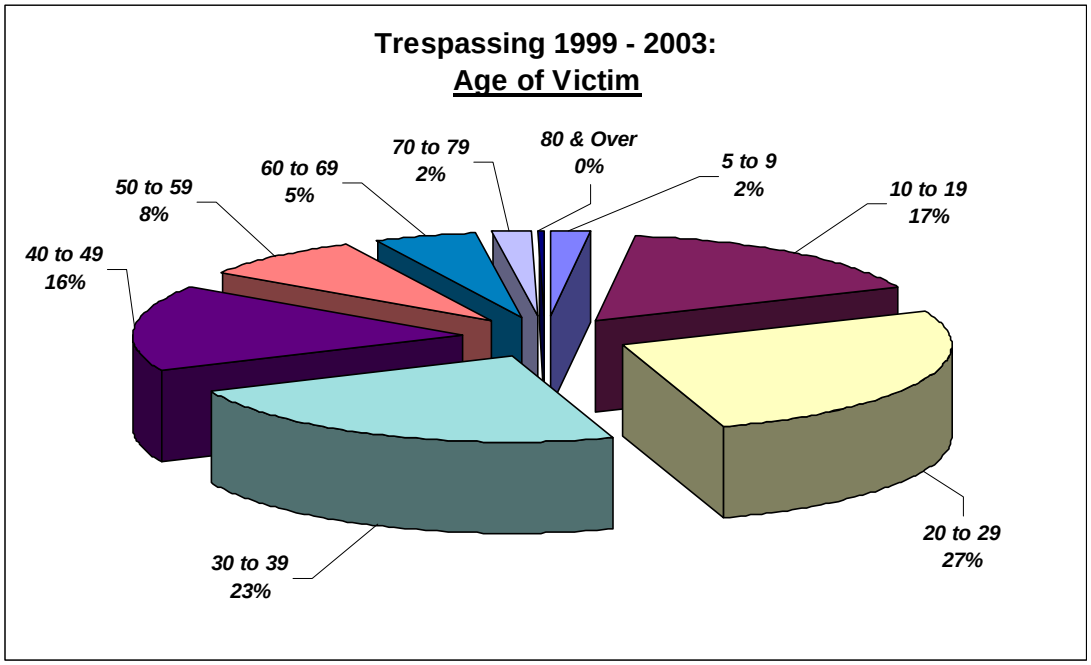


Trespassing by Age of the Victim – Gender is not available.

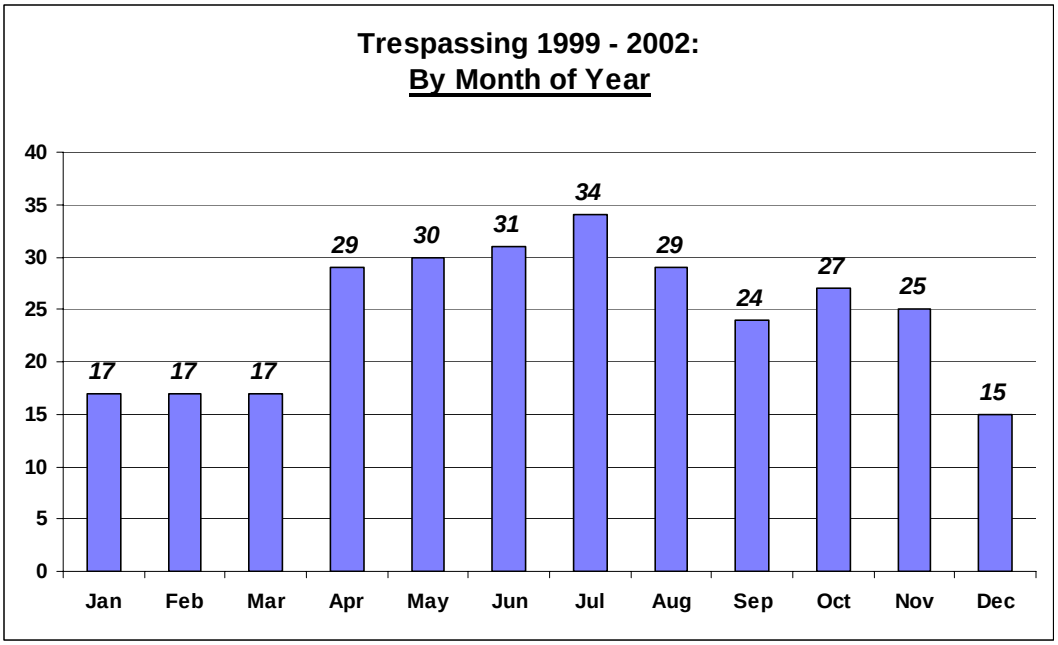
Table

Age	Fatality	Percent
5 to 9	5	1.9%
10 to 19	44	16.8%
20 to 29	69	26.3%
30 to 39	61	23.3%
40 to 49	43	16.4%
50 to 59	21	8.0%
60 to 69	13	5.0%
70 to 79	5	1.9%
80 & Over	1	0.4%
Total	**262**	**100.0%**
Age Not Avail.	33	
Grand Total	295	

Chart



Trespassing by Month of Year



Trespassing by Reporting Railroad

Railroad	Incidents	Percent	Injuries	Percent	Fatalities	Percent
UP	72	24.4%	25	18.5%	47	29.4%
NIRC	53	18.0%	33	24.4%	20	12.5%
BNSF	47	15.9%	20	14.8%	27	16.9%
ATK	20	6.8%	7	5.2%	13	8.1%
NS	18	6.1%	10	7.4%	8	5.0%
UPME	17	5.8%	5	3.7%	12	7.5%
IC	16	5.4%	10	7.4%	6	3.8%
CSX	13	4.4%	3	2.2%	10	6.3%
SOO	7	2.4%	3	2.2%	4	2.5%
BNSO	5	1.7%	1	0.7%	4	2.5%
EJE	5	1.7%	5	3.7%	0	0.0%
KCS	5	1.7%	1	0.7%	4	2.5%
CC	3	1.0%	1	0.7%	2	1.3%
IMRL	3	1.0%	2	1.5%	1	0.6%
WC	3	1.0%	2	1.5%	1	0.6%
GTW	2	0.7%	2	1.5%	0	0.0%
IHB	2	0.7%	2	1.5%	0	0.0%
COER	1	0.3%	1	0.7%	0	0.0%
IMRR	1	0.3%	0	0.0%	1	0.6%
IR	1	0.3%	1	0.7%	0	0.0%
LFIZ	1	0.3%	1	0.7%	0	0.0%
Total	**295**	**100.0%**	**135**	**100.0%**	**160**	**100.0%**

Chart of Trespassing by Railroad

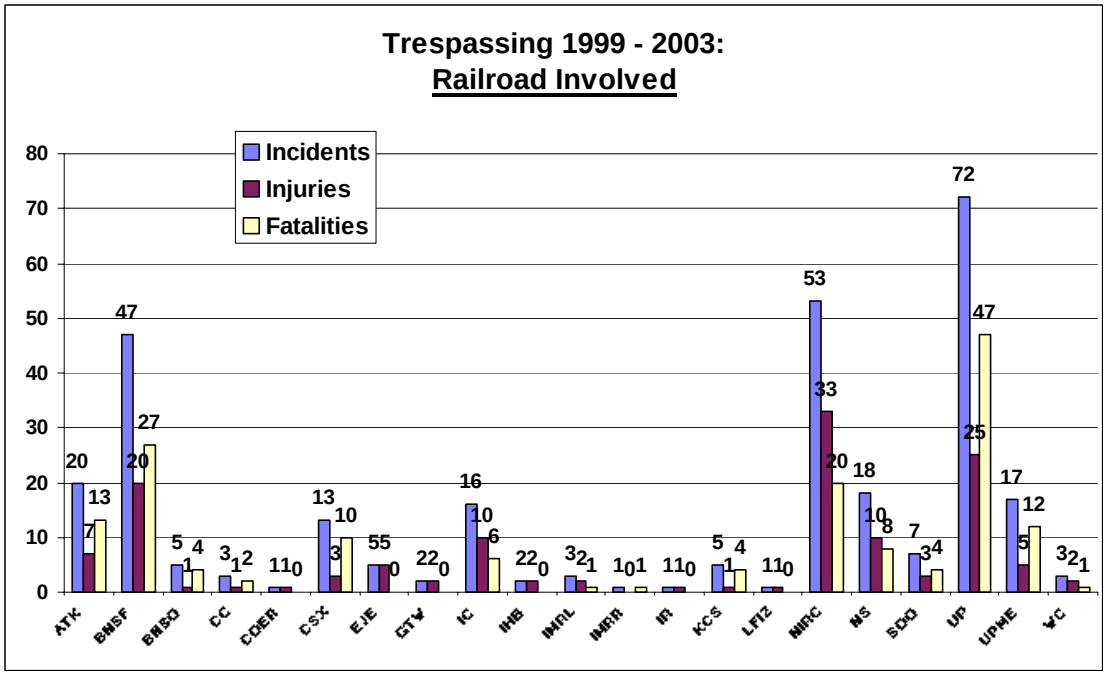


Chart of Trespassing by Type of Railroad

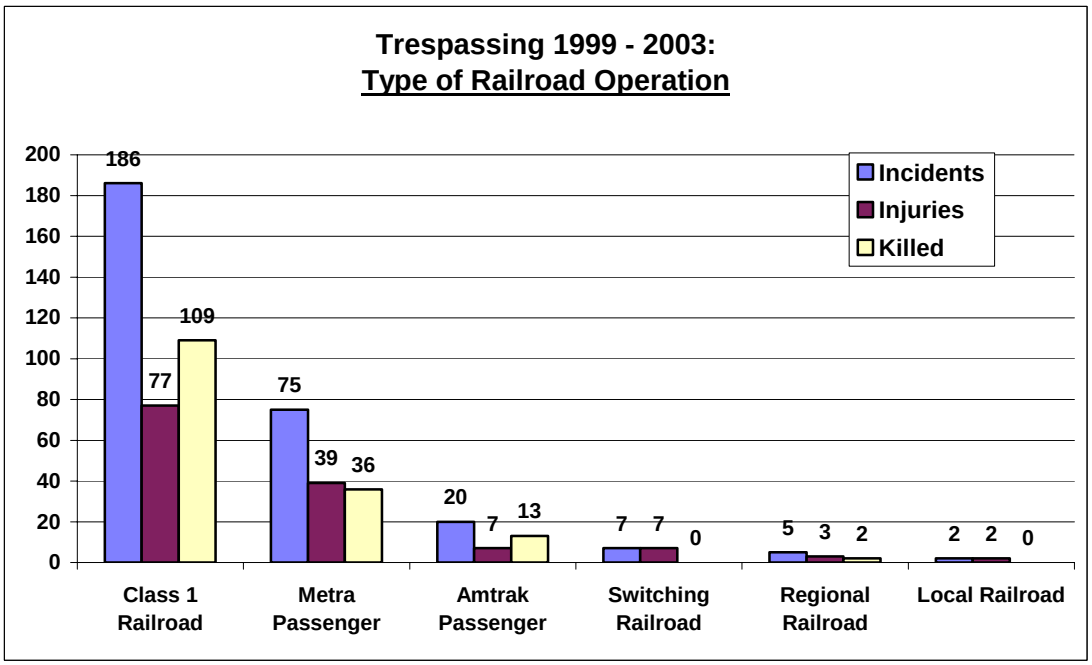


Chart of Trespassing by Type of Activity Engaged in While Trespassing

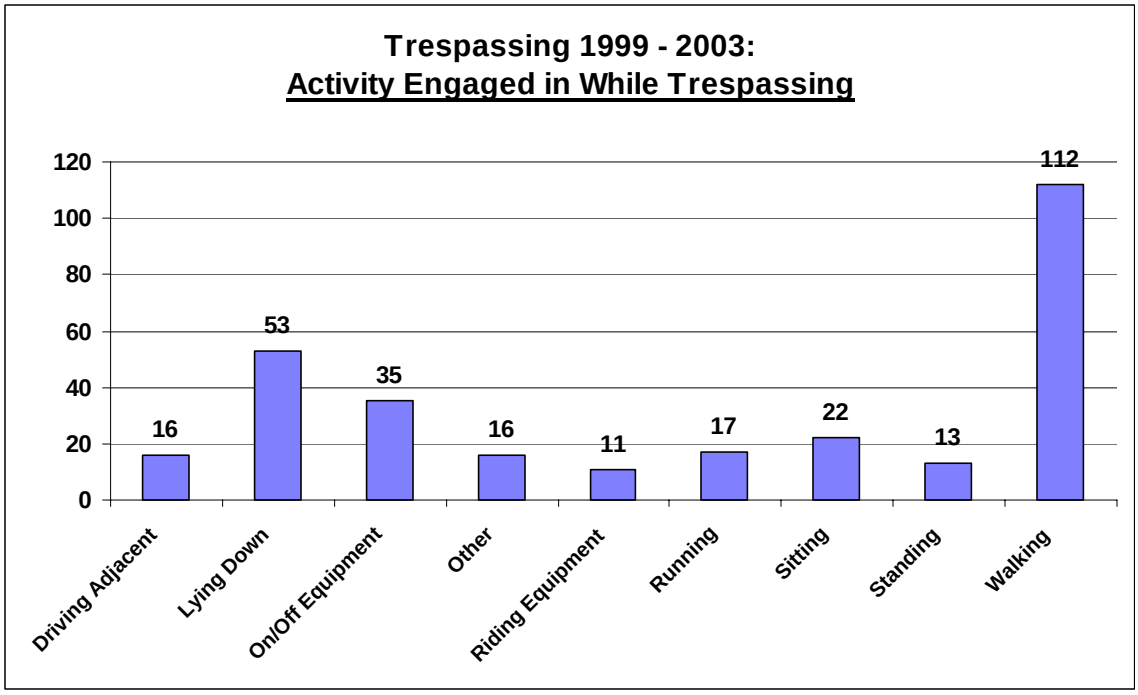


Chart of Type of Injury Sustained in Non-Fatal Trespassing Incidents

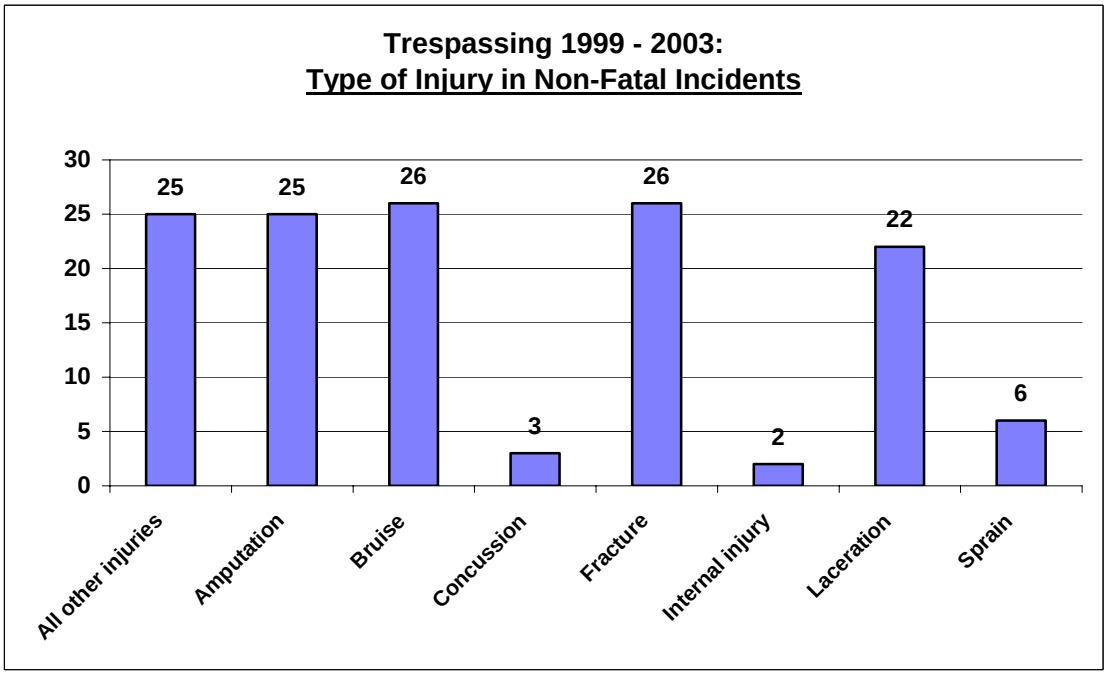
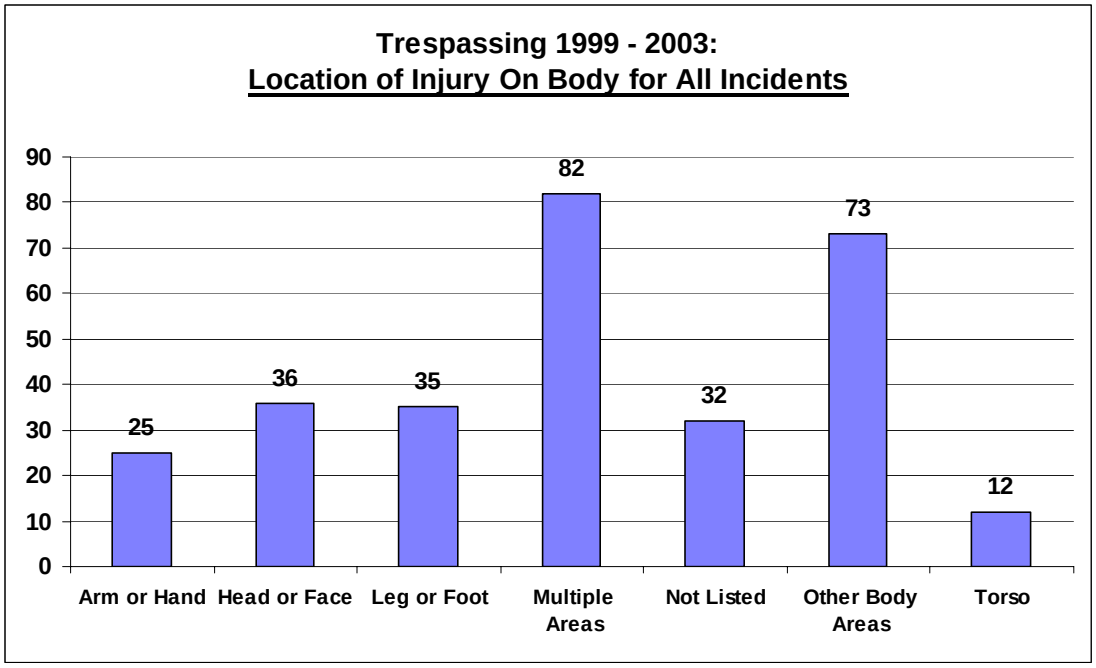


Chart of the Location of the Injury Upon the Trespasser for All Incidents Fatal and Non-fatal



6. TRAIN INCIDENTS 1999 – 2003

"Collisions, derailments, fires, explosions, acts of God, or other events involving the operation of railroad on-track equipment (standing or moving) and causing reportable damages greater than the reporting threshold for the year in which the accident/incident occurred must be reported using Form FRA F 6180.54. Reportable damage includes labor costs and all other costs to repair or replace in kind damaged on-track equipment, signals, track, track structures, or roadbed."

Table Summarizing Incidents, Casualties and Economic Damages from Accidents to Rail Equipment and Right-of-way

Year	Incidents	Casualties	Damages $
1999	288	7	$15,739,244
2000	231	5	$11,218,728
2001	226	5	$10,316,669
2002	241	65	$13,348,450
2003	250	63	$33,879,254
Total	**1,236**	**145**	**$84,502,345**

Chart

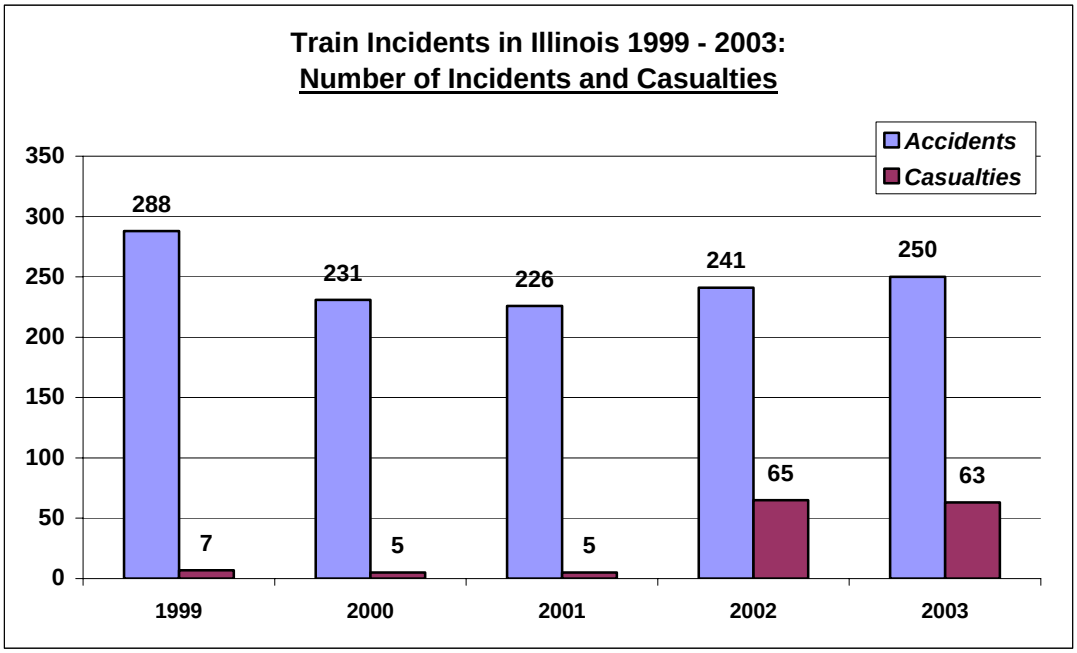
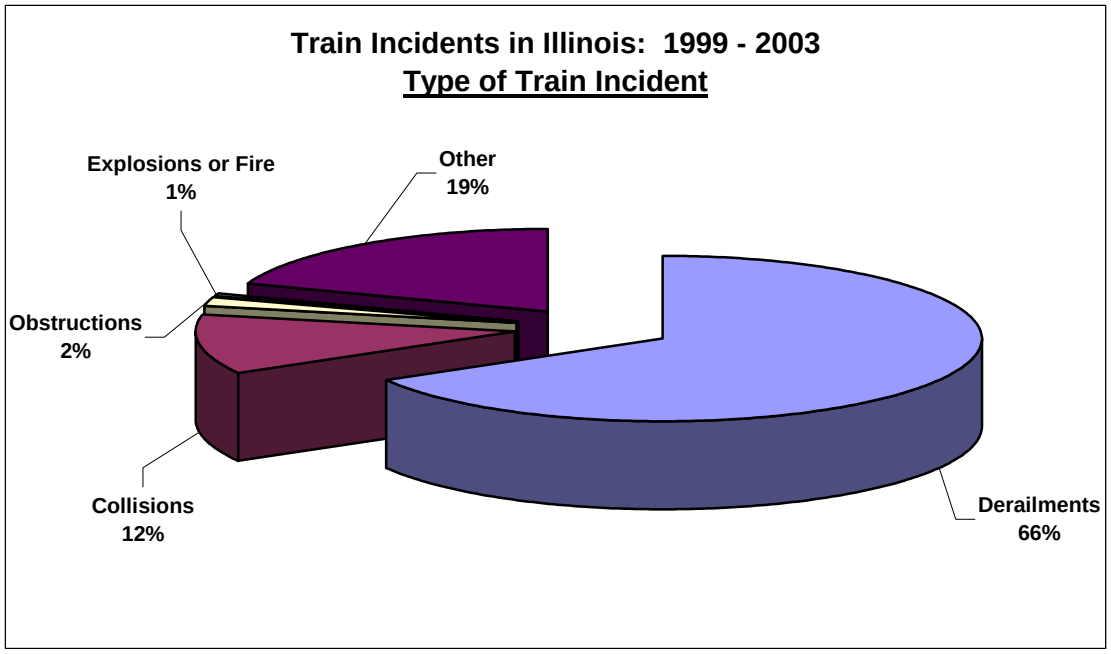


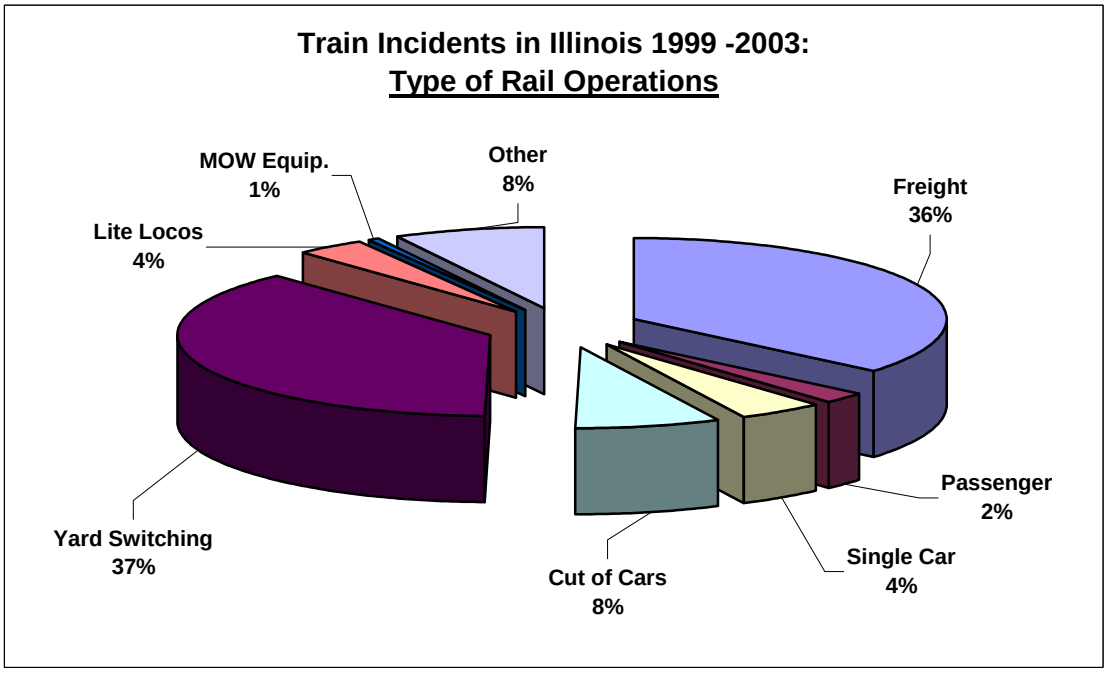
Table of Total Number of Train Incidents by Reporting Railroad: 1999 - 2003

Railroad	Accidents	Percent
ALS	52	4.2%
ATK	42	3.4%
BLOL	2	0.2%
BNSF	169	13.7%
BRC	97	7.8%
CC	12	1.0%
COER	1	0.1%
CR	8	0.6%
CRL	12	1.0%
CSX	120	9.7%
EFRR	2	0.2%
EJE	16	1.3%
GTW	11	0.9%
GWWE	1	0.1%
IAIS	10	0.8%
IC	124	10.0%
ICE	5	0.4%
IHB	81	6.6%
IMRL	6	0.5%
IMRR	10	0.8%
INRD	3	0.2%
IR	3	0.2%
KBSR	3	0.2%
KCS	26	2.1%
NICD	1	0.1%
NIRC	18	1.5%
NS	86	7.0%
PI	1	0.1%
PPU	18	1.5%
SFLR	1	0.1%
SOO	16	1.3%
TPW	9	0.7%
TRRA	40	3.2%
UP	215	17.4%
WC	15	1.2%
Total	**1236**	**100.0%**

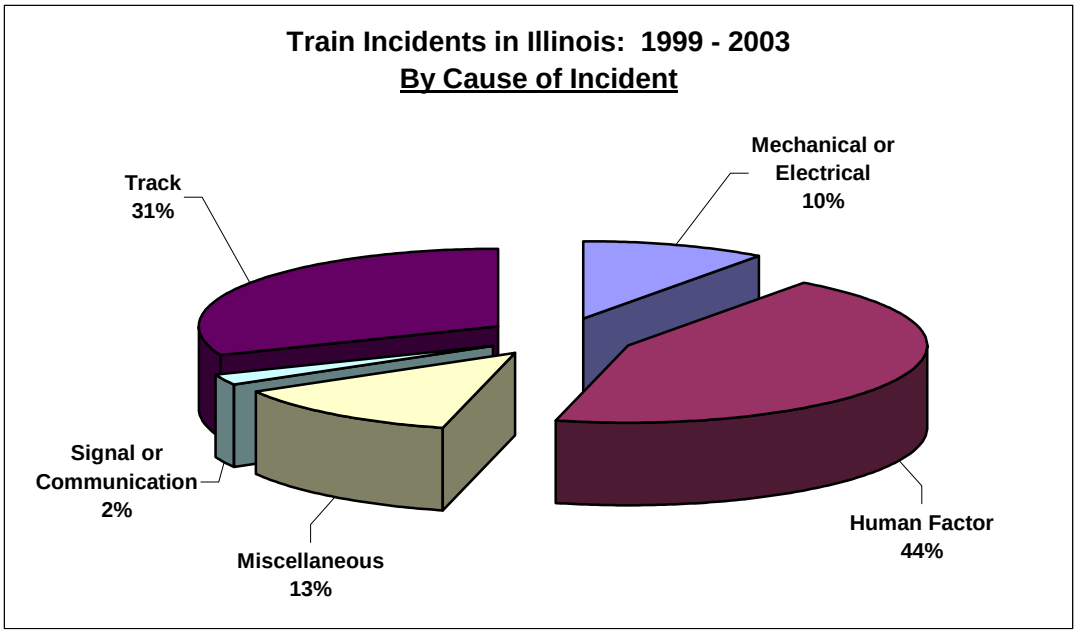
Train Incidents 1999 – 2003 by Cause of Train Incident



Train Incidents 1999 – 2003 By Type of railroad Operations



Train Incidents 1999 – 2003: Cause of Incident



7. NATIONAL COMPARISON OF RAILROAD SAFETY STATISTICS: 1999 - 2003

This section presents a comparison of national statistics for rates of highway-rail grade crossing collisions, train accidents, and trespassing. The source for this data is the FRA's annual compilation ***Railroad Safety Statistics – Preliminary Annual Report 2003***. Collision and accident statistics are often presented in raw numbers without any attempt to provide any meaningful measure of exposure to the risk. Utilizing the number of route miles as published by the Association of American Railroads, and/or the number of highway vehicles using a crossing (AADT), one can "normalize" the rate of incidents against a common bench mark, thus enabling valid state to state comparisons.

Public highway-rail grade crossing collisions by state: 1999 – 2003 annual average number of collisions per 100,000 AADT. *{Most dangerous state is number 1, least dangerous is last}*

State	AADT At RR Xings	Public Crossing Collisions 99 - 03	Public Crossing Collisions 99 - 03 Per 100,000 AADT/Year	Rank	Percent Public Crossings W/ Gates	Rank
AR	3,852,206	429	2.2	1	12%	42
LA	7,013,279	742	2.1	2	18%	24
MS	4,845,583	499	2.1	3	10%	45
NE	2,412,914	227	1.9	4	17%	26
IA	4,620,750	409	1.8	5	16%	29
NM	887,425	70	1.6	6	30%	12
KY	3,989,785	309	1.5	7	16%	28
OK	4,604,318	352	1.5	8	16%	30
ND	1,229,577	90	1.5	9	12%	43
AL	6,836,901	480	1.4	10	15%	36
MO	4,811,768	329	1.4	11	15%	35
GA	9,139,140	595	1.3	12	29%	13
KS	4,760,945	306	1.3	13	16%	32
IN	13,295,493	816	1.2	14	24%	19
MT	1,306,580	79	1.2	15	13%	41
TN	6,748,271	399	1.2	16	14%	39
SD	1,270,951	73	1.1	17	1%	49
MN	6,793,947	386	1.1	18	15%	37
ID	1,740,442	97	1.1	19	11%	44
WV	1,772,977	97	1.1	20	14%	38
TX	28,584,569	1499	1.0	21	33%	9
WI	9,557,732	464	1.0	22	15%	34
UT	1,753,166	85	1.0	23	21%	22
AZ	2,954,957	132	0.9	24	43%	6
OH	14,229,107	630	0.9	25	36%	8
SC	6,985,432	308	0.9	26	30%	11
IL	**21,405,410**	**853**	**0.8**	**27**	**29%**	**14**
CO	3,725,444	147	0.8	28	22%	21
NC	9,204,449	361	0.8	29	32%	10
WY	344,403	13	0.8	30	44%	4
USA	**326,260,208**	**14,235**	**0.9**			

Trespassing fatalities and number of route miles per state: 1999 – 2003 annual average number of fatal incidents per 1,000 route miles. *{Most dangerous state is number 1, least dangerous is last}*

State	Railroad Route Miles	Trespassers Killed 99 - 03	Trespassing Fatalities 99 - 03 per 1,000 Route Miles Per Year	Rank
CT	69	23	66.7	1
MA	455	61	26.8	2
DC	36	3	16.7	3
FL	1,895	147	15.5	4
CA	5,861	409	14.0	5
NJ	1,582	96	12.1	6
MD	835	40	9.6	7
AZ	1,333	63	9.5	8
NY	2,258	102	9.0	9
DE	246	11	8.9	10
NC	2,588	87	6.7	11
WA	2,330	71	6.1	12
OR	1,427	40	5.6	13
PA	3,654	92	5.0	14
TN	2,331	51	4.4	15
SC	2,127	43	4.0	16
TX	11,377	218	3.8	17
GA	3,548	66	3.7	18
MS	2,011	33	3.3	19
LA	2,656	43	3.2	20
NM	2,236	35	3.1	21
WI	1,817	28	3.1	22
OH	4,526	69	3.0	23
MI	2,228	33	3.0	24
IL	**11,050**	**158**	**2.9**	**25**
IA	2,431	31	2.6	26
MO	3,616	46	2.5	27
AR	2,714	33	2.4	28
OK	2,645	32	2.4	29
AL	3,149	38	2.4	30
USA	**122,984**	**2,483**	**4.0**	

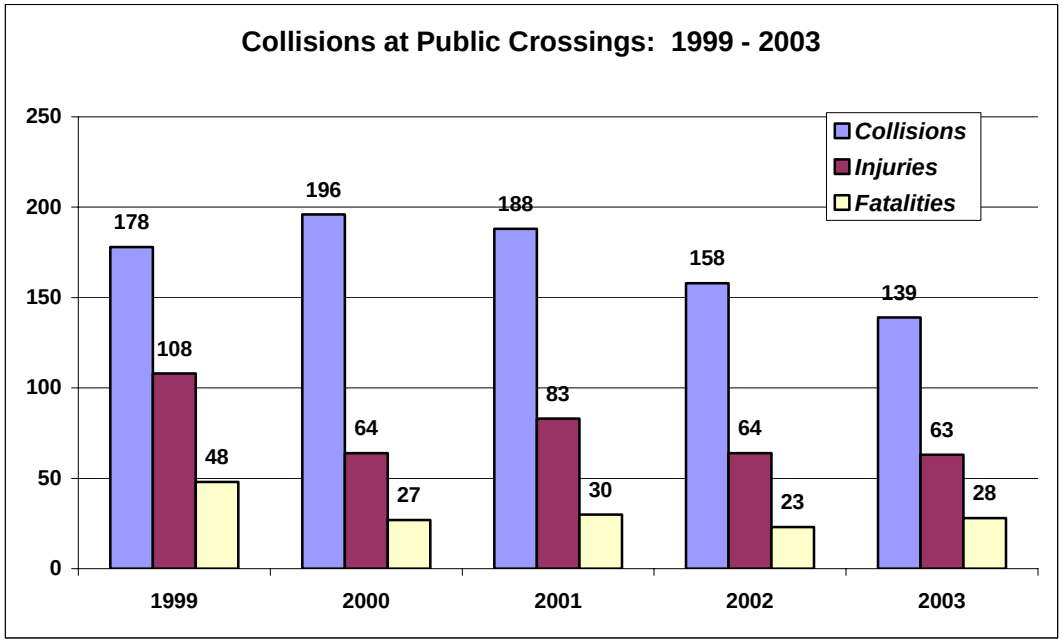
Train accidents and the number of route miles per state: 1999 – 2003 annual average number of accidents per 1,000 route miles. *{Most dangerous state is number 1, least dangerous is last}*

State	Railroad Route Miles	Train Accidents 99 - 03	Train Accidents 99 - 03 per 1,000 Route Miles Per Year	Rank
CT	69	173	501.4	1
DC	36	67	372.2	2
NY	2,258	595	52.7	3
MA	455	108	47.5	4
MD	835	176	42.2	5
NJ	1,582	298	37.7	6
OR	1,427	260	36.4	7
IA	2,431	425	35.0	8
DE	246	42	34.1	9
LA	2,656	418	31.5	10
NE	2,766	422	30.5	11
CA	5,861	876	29.9	12
PA	3,654	541	29.6	13
FL	1,895	271	28.6	14
WI	1,817	255	28.1	15
TN	2,331	318	27.3	16
TX	11,377	1545	27.2	17
AZ	1,333	172	25.8	18
AR	2,714	342	25.2	19
OH	4,526	538	23.8	20
WY	1,919	224	23.3	21
MO	3,616	408	22.6	22
IL	**11,050**	**1245**	**22.5**	**23**
ID	983	107	21.8	24
MS	2,011	217	21.6	25
KS	4,273	452	21.2	26
OK	2,645	274	20.7	27
IN	3,828	391	20.4	28
MN	3,675	361	19.6	29
UT	1,765	172	19.5	30
USA	**122,984**	**14,365**	**23.4**	

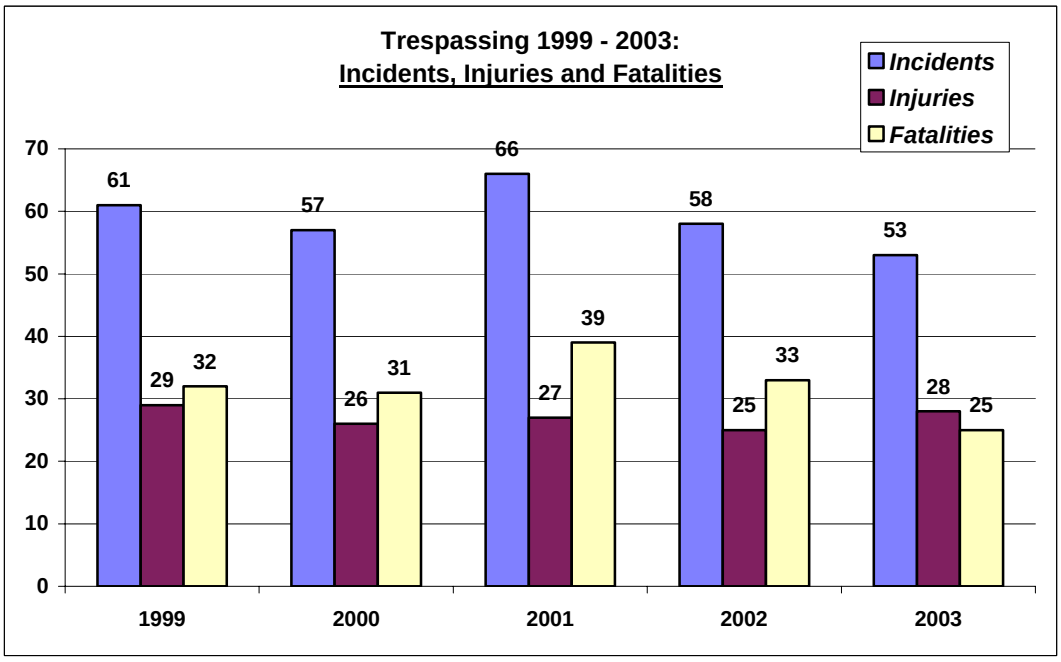
8. SUMMARY

This report presented a variety of statistics summarizing the number of incidents, injuries and fatalities that occurred in Illinois from railroad operations between 1999 and 2003. Collisions between trains and highway vehicles or pedestrians at public grade crossings are the primary focus of the report, followed by trespassing on railroad property, and train accidents. The data utilized comes primarily from the Federal Railroad Administration and is supplemented with Illinois Commerce Commission staff investigations, local police crash and death investigations, and news clips. The statistics serve as valuable performance measures to determine the effectiveness of the Commission's rail safety program.

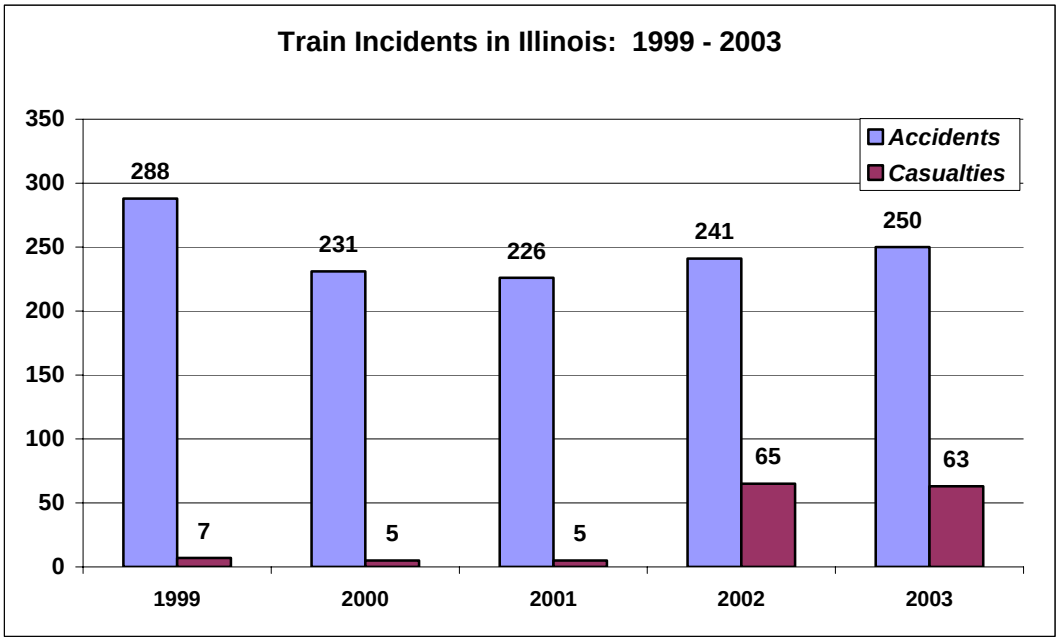
In 2003, 139 train-vehicle collisions occurred at public highway-rail grade crossings in Illinois which is a decrease of 12 percent (12%) from 2002. Twenty-seven fatal collisions resulted in the deaths of 28 individuals in 2003 compared to 16 fatal collisions that resulted in the death of 23 individuals in 2002, which is a 22 percent (22%) increase in the number of fatalities. Sixty-three individuals were injured in 2003 compared to 64 in 2002. The 139 collisions is the lowest number of train-vehicle collisions recorded in Illinois.



Trespassing, defined by the Federal Railroad Administration as "any person who is on that part of railroad property used in railroad operation and whose presence is prohibited, forbidden, or unlawful," has become one of the leading causes of railroad related fatalities in Illinois. The only authorized place a person may be on railroad property in Illinois is at a commuter rail station or at a public highway crossing. Twenty-five people were killed trespassing in Illinois in 2003, while another 28 individuals were injured. Thousands of trespassing incidents occur each day, however only those that result in injury or death are reported.



Train incidents are "collisions, derailments, fires, explosions, acts of God, or other events involving the operation of on-track equipment (standing or moving) and causing reportable damages." Given the extensive rail passenger network in Illinois, train accidents can have catastrophic results and have resulted in one fatality and 144 injuries between 1999 and 2003. The Table below summarizes the number of train incidents and resulting casualties from train incidents over the past five years.



A final comparison of how Illinois compares with other states in the country finishes this report. The state that suffers the greatest amount of railroad related injuries and fatalities per route mile of rail facility is the District of Columbia, followed by Connecticut. Illinois ranks 17th nationally in terms of the total number of injuries and fatalities per route mile of rail facility. *{Number 1 is most dangerous, last is least dangerous state}*

State	Railroad Route Miles	All Fatalities 99 - 03	All Injuries 99 - 03	Total Casualties 99 - 03	Total Casualties 99 - 03 Per 1000 Route Miles per Year	Rank
DC	36	3	409	412	2,288.9	1
CT	69	28	748	776	2,249.3	2
NY	2,258	145	5,446	5,591	495.2	3
MA	455	70	978	1,048	460.7	4
NJ	1,582	131	2,153	2,284	288.7	5
DE	246	17	256	273	222.0	6
FL	1,895	233	1,484	1,717	181.2	7
PA	3,654	130	2,742	2,872	157.2	8
MD	835	45	589	634	151.9	9
CA	5,861	593	3,683	4,276	145.9	10
ND	2,571	25	1,809	1,834	142.7	11
WI	1,817	73	1,027	1,100	121.1	12
AZ	1,333	90	711	801	120.2	13
MI	2,228	93	1,223	1,316	118.1	14
OR	1,427	52	658	710	99.5	15
LA	2,656	129	1,189	1,318	99.2	16
IL	**11,050**	**348**	**5,078**	**5,426**	**98.2**	**17**
WA	2,330	94	1,011	1,105	94.8	18
NE	2,766	55	1,126	1,181	85.4	19
AR	2,714	110	1,009	1,119	82.5	20
IA	2,431	82	873	955	78.6	21
TN	2,331	94	788	882	75.7	22
IN	3,828	150	1,275	1,425	74.5	23
OH	4,526	175	1,501	1,676	74.1	24
MN	3,675	84	1,246	1,330	72.4	25
USA	**120,022**	**4,647**	**54,303**	**58,950**	**98.2**	

DOT	DATE	TIME	KLD	INJ	XTYPE	RR	COUNTY	CITY	STREET	WARNING DEVICE	TYPVEH	AGE	GENDER	TYPACC	RRTYP	MOTORIST	AADT	TRAINS
840135Y	29-Dec-2003	1031AM	1	0	Public	ATK	COOK	CHICAGO	PERRY AV	Gates	Pedestrian	46	Female	Train Struck Pedestrian	Amtrak-CWI	Pedestrian	509	35
079523B	23-Nov-2003	0307PM	1	0	Public	BNSF	DU PAGE	HINSDALE	WASHINGTON ST	Gates	Pedestrian	48	Female	Train Struck Pedestrian	Freight	Pedestrian	3,509	160
386408P	30-Oct-2003	1012AM	1	0	Public	NIRC	COOK	GLENVIEW	GLENVIEW RD	Gates	Auto	87	Male	Motorist Struck Train	Metra-MILW-N	Drove Around / Thru Gate	14,900	52
289157G	18-Oct-2003	1021PM	1	0	Public	IC	CUMBERLAI	NEOGA	7TH ST	Gates	Pedestrian	39	Male	Train Struck Pedestrian	Freight	Pedestrian	2,250	25
546402S	10-Oct-2003	0324PM	1	0	Public	CSX	CUMBERLAI	JEWETT	CARRICO RD (1125E	Crossbucks	Other Vehicle	41	Male	Train Struck Motorist	Freight	Did Not Stop	75	31
479227U	4-Oct-2003	0845AM	1	1	Public	NS	CHRISTIAN	STONINGTON	TR 71	Crossbucks	Van	18	Male	Train Struck Motorist	Freight	Did Not Stop	50	13
175042V	2-Oct-2003	1159PM	1	0	Public	UP	DE KALB	DEKALB	4TH ST	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Freight	Pedestrian	6,500	59
174942H	28-Aug-2003	0548PM	1	0	Pedestrian	UP	DU PAGE	LOMBARD	PLATFORM PED	AFLS	Pedestrian	58	Male	Train Struck Pedestrian	Metra-UP-W	Pedestrian	0	0
480108G	7-Aug-2003	0750AM	1	0	Public	NS	MADISON	WORDEN	SCHIEN RD	Crossbucks	PickUp	42	Male	Train Struck Motorist	Freight	Did Not Stop	50	16
167643J	7-Jul-2003	0235PM	1	0	Public	UP	WILLIAMSOI	JOHNSTON CITY	3RD	Crossbucks	PickUp	56	Female	Train Struck Motorist	Switching	Did Not Stop	500	4
072894M	4-Jul-2003	1008PM	1	1	Public	BNSF	MCDONOUG	MACOMB	MCARTHUR	AFLS	Auto	23	Female	Train Struck Motorist	Freight	Did Not Stop	1,700	14
175183E	4-Jul-2003	0150AM	1	0	Public	UP	WHITESIDE	GALT	GALT RD	Gates	Pedestrian	44	Male	Pedestrian Struck Train	Freight	Pedestrian	1,200	56
289542K	26-Jun-2003	0529PM	1	0	Public	NIRC	COOK	CHICAGO	EUCLID AV	Gates	Auto	26	Male	Train Struck Motorist	Metra-IC-SC	Drove Around / Thru Gate	259	76
291194J	25-Jun-2003	1025AM	1	0	Public	IC	KANKAKEE	KANKAKEE	SBI RTE 25	AFLS	Van	75	Male	Motorist Struck Train	Freight	Did Not Stop	3,100	0
174001M	24-Jun-2003	0101PM	1	0	Public	UP	COOK	MAYWOOD	9TH AV	Gates	Auto	64	Male	Train Struck Motorist	Metra-UP-W	Did Not Stop	7,609	94
167031M	20-Jun-2003	0813AM	1	0	Public	UP	DOUGLAS	ARTHUR	325E	Crossbucks	Truck	35	Male	Train Struck Motorist	Freight	Did Not Stop	29	14
167276D	20-Jun-2003	0745PM	1	0	Public	UP	MOULTRIE	SULLIVAN	1150 EAST/TR 137	Crossbucks	Auto	75	Female	Train Struck Motorist	Freight	Did Not Stop		
152946Y	9-Jun-2003	1145PM	1	0	Public	CSX	MARION	SALEM	HOTZE RD.	AFLS	Auto	16	Male	Train Struck Motorist	Freight	Did Not Stop	1,400	17
372369K	13-Apr-2003	0800PM	1	0	Public	ICE	OGLE	LEAF RIVER	MT. MORRIS RD.	AFLS	Snowmobile/ATV	45	Male	Train Struck Motorist	Freight	Stopped on Xing	250	9
174482H	11-Apr-2003	1037PM	2	2	Public	UP	BOONE	BELVIDERE	STATE ST	AFLS-CANT	Auto	21	Male	Motorist Struck Train	Freight	Did Not Stop	14,000	4
079731C	5-Apr-2003	0115PM	1	0	Public	ATK	HENRY	KEWANEE	MAIN ST	Gates	Pedestrian	65	Male	Train Struck Pedestrian	Amtrak-BNSF	Pedestrian	9,300	28
478772H	4-Apr-2003	0625PM	1	0	Public	NIRC	COOK	ORLAND PARK	135TH ST	Gates	Auto	66	Female	Train Struck Motorist	Metra-SWS	Drove Around / Thru Gate	11,300	18
072638W	2-Mar-2003	0925AM	1	0	Public	BNSF	FULTON	AVON	WOOD	Gates	Auto	17	Male	Train Struck Motorist	Freight	Drove Around / Thru Gate	2,000	16
167896S	21-Feb-2003	0125PM	1	0	Public	UP	MARION	KINMUNDY	SHEPHERDS LN.	Crossbucks	Auto	95	Male	Train Struck Motorist	Freight	Did Not Stop	59	20
260575M	20-Feb-2003	1215AM	1	0	Public	UP	WILL	PLAINFIELD	135TH ST	Gates	Auto	30	Male	Motorist Struck Train	Freight	Drove Around / Thru Gate	2,800	12
290792U	4-Feb-2003	0545PM	1	0	Public	ATK	MCLEAN	LEXINGTON	MAIN ST	Gates	Pedestrian	NA	Male	Train Struck Pedestrian	Amtrak-UP	Pedestrian	5,000	9
176935E	15-Jan-2003	0950AM	1	0	Public	UP	COOK	ROLLING MEADO	ROHLWING RD	Gates	Auto	79	Male	Train Struck Motorist	Metra-UP-NW	Drove Around / Thru Gate	109	70
386411X	14-Jan-2003	1140AM	1	0	Public	NIRC	COOK	GLENVIEW	CHESTNUT AV	Gates	Auto	84	Male	Train Struck Motorist	Metra-MILW-N	Drove Around / Thru Gate	7,009	54
608205C	20-Dec-2002	0520PM	1	0	Public	NIRC	WILL	NEW LENOX	GOUGAR RD	Gates	Auto	49	Female	Train Struck Motorist	Metra-RI-Main	Other	11,100	30
174009S	13-Dec-2002	0755PM	1	0	Public	UP	COOK	MAYWOOD	BROADWAY	Gates	Pedestrian	30	Male	Train Struck Pedestrian	Metra-UP-W	Pedestrian	109	94
689657J	4-Dec-2002	1120PM	1	0	Public	WC	COOK	DES PLAINES	GRACELAND AV	Gates	Pedestrian	76	Female	Train Struck Pedestrian	Freight	Pedestrian	16,500	11
299030V	28-Nov-2002	0222AM	1	0	Public	ATK	UNION	ANNA	MAIN ST	Gates	Pedestrian	48	Male	Train Struck Pedestrian	Amtrak-IC	Pedestrian	11,700	12
689701U	15-Nov-2002	0225PM	1	0	Public	NIRC	LAKE	MUNDELEIN	ALLANSON RD	Gates	Auto	39	Female	Train Struck Motorist	Metra-NCS	Drove Around / Thru Gate	3,509	16
069396A	3-Sep-2002	0555PM	1	0	Private	BNSF	WHITESIDE	FENTON	PRIVATE	Flagged by Crew	Truck	19	Male	Train Struck Motorist	Freight	Did Not Stop	0	0
608309J	26-Aug-2002	0542PM	1	0	Public	NIRC	COOK	CHICAGO	MONTEREY AV	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-RI-Main	Pedestrian	25,300	66
388037N	14-Jul-2002	0533PM	2	0	Public	NIRC	COOK	NORTHBROOK	DUNDEE RD	Gates	Auto	95	Male	Motorist Struck Train	Metra-MILW-N	Drove Around / Thru Gate	34,800	70
724758R	9-Jul-2002	0518PM	5	1	Public	NS	JEFFERSON	MOUNT VERNON	STANFORD LN	Crossbucks	Van	39	Female	Train Struck Motorist	Freight	Did Not Stop	225	21
288983E	26-May-2002	0600PM	2	1	Public	ATK	IROQUOIS	DANFORTH	CR-2100 N	Stop Sign	Truck	50	Male	Train Struck Motorist	Amtrak-IC	Stopped / Proceeded	100	22
174956R	23-May-2002	0758AM	1	0	Public	UP	DU PAGE	WHEATON	CROSS ST	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-UP-W	Pedestrian	209	108
306915E	17-May-2002	0703AM	1	0	Private	BNSF	JO DAVIESS	EAST DUBUQUE	PRIVATE	Crossbucks	Truck-Trailer	54	Male	Train Struck Motorist	Freight	Did Not Stop	0	0
072894M	1-Apr-2002	0505PM	1	0	Public	BNSF	MCDONOUG	MACOMB	MCARTHUR	AFLS	Pedestrian	21	Male	Train Struck Pedestrian	Freight	Pedestrian	1,700	14
546561Y	8-Mar-2002	1110AM	1	0	Public	CSX	MADISON	ST JACOB	TRIAD RD	Crossbucks	PickUp	88	Male	Train Struck Motorist	Freight	Did Not Stop	75	18
078996B	5-Feb-2002	0625PM	1	0	Pedestrian	ATK	DU PAGE	DOWNERS GROV	BELMONT ROAD	AFLS	Pedestrian	38	Male	Train Struck Pedestrian	Amtrak-BNSF	Pedestrian	0	0
386381H	17-Jan-2002	0855AM	1	0	Public	NIRC	COOK	NILES	TOUHY AV	Gates	Pedestrian	63	Male	Train Struck Pedestrian	Metra-MILW-N	Pedestrian	40,900	56
689659X	13-Jan-2002	0540PM	1	0	Public	WC	COOK	DES PLAINES	PRAIRIE AV	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Freight	Pedestrian	259	11
689631G	13-Jan-2002	0540AM	1	0	Public	WC	COOK	MELROSE PARK	GEORGE ST	Gates	Auto	22	Female	Train Struck Motorist	Freight	Drove Around / Thru Gate	109	8
169870W	5-Jan-2002	1045PM	2	0	Public	IMRR	MASON	HAVANA	ILL78	AFLS	Van	28	Male	Motorist Struck Train	Freight	Did Not Stop	3,400	2
173908X	28-Dec-2001	0507PM	1	0	Public	UP	COOK	DES PLAINES	DESPLAINES RIVER	Gates	Auto	79	Female	Train Struck Motorist	Metra-UP-NW	Drove Around / Thru Gate	37,700	68
167486T	13-Dec-2001	0621PM	1	0	Public	CSX	COOK	CHICAGO HEIGHT	12TH STREET	AFLS-CANT	Pedestrian	34	Female	Train Struck Pedestrian	Freight	Pedestrian	2,409	35
724762F	26-Nov-2001	0640PM	1	0	Public	NS	JEFFERSON	MOUNT VERNON	N CHESTNUT LN	AFLS	Auto	64	Female	Train Struck Motorist	Freight	Stopped on Xing	650	21
479854T	25-Nov-2001	1040AM	1	0	Public	NS	VERMILION	DANVILLE	VOORHEES ST	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Freight	Pedestrian	9,400	22
079549D	18-Nov-2001	1134PM	1	0	Public	ATK	DU PAGE	NAPERVILLE	RIVER RD	Gates	Pedestrian	65	Male	Train Struck Pedestrian	Amtrak-BNSF	Pedestrian	7,300	160
608917D	29-Oct-2001	0722PM	1	0	Public	NIRC	COOK	CHICAGO	THROOP ST	AFLS	Auto	50	Female	Motorist Struck Train	Metra-RI-Bev	Stopped / Proceeded	109	42
163578S	22-Oct-2001	0748AM	1	0	Public	UP	COOK	OAK LAWN	CENTRAL AV	Gates	Wheelchair	45	Male	Train Struck Motorist	Freight	Other	19,700	26
294401L	9-Oct-2001	0338PM	1	0	Private	ATK	MACOUPIN	CARLINVILLE	PRIVATE	Flagged by Crew	PickUp	39	Male	Train Struck Motorist	Amtrak-UP	Other	0	0
004614Y	5-Oct-2001	0610PM	1	0	Public	BNSF	PEORIA	LAURA	BRIMFIELD ROAD	Gates	Auto	NA	NA	Motorist Struck Train	Freight	NA	250	62
546472G	15-Sep-2001	1145AM	1	0	Public	CSX	FAYETTE	ST ELMO	MAIN ST	Gates	Pedestrian	84	Female	Train Struck Pedestrian	Freight	Pedestrian	950	18
079490R	27-Aug-2001	0748AM	1	0	Public	BNSF	COOK	BERWYN	GROVE AVE	Gates	Pedestrian	43	NA	Train Struck Pedestrian	Metra-BNSF	Pedestrian	309	160
173892D	3-Aug-2001	0956AM	1	3	Public	UP	COOK	CHICAGO	N NICKERSON AV	Gates	Auto	51	Female	Train Struck Motorist	Metra-UP-NW	Drove Around / Thru Gate	209	68
386441P	1-Aug-2001	0700AM	1	0	Public	NIRC	LAKE	ROUND LAKE	CEDAR LAKE RD	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-MILW-Fd	Pedestrian	11,300	30
724641H	27-Jul-2001	0540PM	1	0	Public	NS	CLINTON	ALBERS	WOODLANE RD	Crossbucks	PickUp	69	Male	Train Struck Motorist	Freight	Stopped on Xing	225	16
388040W	10-Jul-2001	0543PM	1	0	Public	ATK	LAKE	DEERFIELD	OSTERMAN AV	Gates	Pedestrian	83	Female	Train Struck Pedestrian	Amtrak-CP	Pedestrian	59	72
479255X	30-Jun-2001	0140AM	2	0	Public	NS	MACON	DECATUR	MOFFET LN	AFLS	Auto	21	Female	Train Struck Motorist	Freight	Did Not Stop	700	12
176584H	28-Jun-2001	1038AM	1	0	Public	UP	LAKE	HIGHLAND PARK	CENTRAL AVE	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-UP-N	Pedestrian	9,809	55
479911E	27-Jun-2001	0530PM	1	0	Public	NS	CHAMPAIGN	SIDNEY	BRIAN ST	Gates	Truck	83	Male	Train Struck Motorist	Freight	Drove Around / Thru Gate	950	21

DOT	DATE	TIME	KLD	INJ	XTYPE	RR	COUNTY	CITY	STREET	WARNING DEVICE	TYPVEH	AGE	GENDER	TYPACC	RRTYP	MOTORIST	AADT	TRAINS
867235G	25-Jun-2001	0202PM	1	0	Public	CSX	COOK	CHICAGO	107TH ST	Gates	Pedestrian	21	Female	Train Struck Pedestrian	Freight	Pedestrian	7,500	35
295042B	19-Jun-2001	0855PM	1	1	Private	ATK	PERRY	TAMAROA	CEMETERY CROSSI	Crossbucks	Auto	NA	Male	Train Struck Motorist	Amtrak-IC	Stopped on Xing	0	0
291194J	5-May-2001	0220AM	2	0	Public	IC	KANKAKEE	KANKAKEE	2000 WEST	AFLS	Auto	43	Male	Motorist Struck Train	Freight	Did Not Stop	3,100	0
174949F	22-Apr-2001	0227PM	1	0	Pedestrian	UP	DU PAGE	GLEN ELLYN	GLEN ELLYN STATIC	AFLS	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-UP-W	Pedestrian	0	0
294423L	1-Apr-2001	0946PM	1	0	Public	ATK	JERSEY	BRIGHTON	DAVID LN	AFLS	Pedestrian	20	Male	Train Struck Pedestrian	Amtrak-UP	Pedestrian	650	7
079537J	31-Mar-2001	0623PM	1	0	Public	ATK	DU PAGE	DOWNERS GROV	BELMONT RD	Gates	Pedestrian	14	Female	Train Struck Pedestrian	Amtrak-BNSF	Pedestrian	19,800	160
478754K	22-Mar-2001	0351PM	1	0	Public	NIRC	COOK	OAK LAWN	KILBOURN AVE	Gates	Auto	40	Male	Motorist Struck Train	Metra-SWS	Drove Around / Thru Gate	209	22
546574A	3-Mar-2001	0240PM	1	0	Public	CSX	MADISON	COLLINSVILLE	S MULBERRY RD	AFLS-CANT	Auto	21	Female	Train Struck Motorist	Freight	Stopped / Proceeded	850	18
474988A	19-Feb-2001	1040AM	1	0	Public	NS	FORD	GIBSON CITY	100E	Crossbucks	PickUp	53	Male	Train Struck Motorist	Freight	Did Not Stop	25	5
079509F	31-Jan-2001	0249PM	1	0	Public	BNSF	COOK	LAGRANGE	ASHLAND AVE	Gates	Pedestrian	79	Female	Train Struck Pedestrian	Metra-BNSF	Pedestrian	4,009	160
290535W	14-Jan-2001	0510PM	2	0	Public	ATK	LIVINGSTON	DWIGHT	LIVINGSTON RD	Crossbucks	Van	36	Female	Train Struck Motorist	Amtrak-UP	Did Not Stop	75	8
072789L	12-Jan-2001	0431AM	1	1	Public	BNSF	ADAMS	QUINCY	WISMAN LN	Gates	Truck	68	Male	Motorist Struck Train	Freight	Drove Around / Thru Gate	5,400	12
608309J	26-Dec-2000	0651PM	2	0	Public	NIRC	COOK	CHICAGO	MONTEREY AV	Gates	Auto	65	Male	Train Struck Motorist	Metra-RI-Main	Drove Around / Thru Gate	25,300	66
069876L	21-Nov-2000	0720AM	1	0	Public	BNSF	CARROLL	CHADWICK	LIVINGOOD RD	Crossbucks	Auto	16	Female	Train Struck Motorist	Freight	Stopped / Proceeded	75	20
724608H	17-Oct-2000	0350PM	1	0	Public	NS	ST CLAIR	MASCOUTAH	ILL4	Gates	Auto	74	Male	Train Struck Motorist	Freight	Drove Around / Thru Gate	6,400	16
290509G	11-Oct-2000	0510PM	1	0	Public	ATK	WILL	GODLEY	COUNTY LINE RD	AFLS	PickUp	NA	Male	Train Struck Motorist	Amtrak-UP	Did Not Stop	109	9
534423B	27-Sep-2000	0259PM	1	0	Public	NS	KANKAKEE	REDDICK	ILL17	AFLS	PickUp	29	Male	Train Struck Motorist	Freight	Did Not Stop	2,200	12
175042V	25-Sep-2000	0955AM	1	0	Public	UP	DE KALB	DEKALB	4TH ST	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Freight	Pedestrian	6,500	59
293693G	14-Aug-2000	0315PM	1	2	Public	IC	FRANKLIN	CHRISTOPHER	FAIRVIEW RD	Crossbucks	Auto	47	Female	Train Struck Motorist	Freight	Did Not Stop	59	8
072636H	7-Aug-2000	0910AM	1	0	Pedestrian	BNSF	FULTON	AVON	PEDESTRIAN CROSS	Flagged by Crew	Pedestrian	83	Male	Train Struck Pedestrian	Freight	Pedestrian	0	0
004486T	6-Aug-2000	0452AM	1	0	Public	BNSF	LA SALLE	STREATOR	JAMES ST	Gates	Auto	47	Female	Train Struck Motorist	Freight	Did Not Stop	309	62
294354F	15-Jul-2000	0415PM	1	0	Public	ATK	SANGAMON	AUBURN	W DIVERNON RD	AFLS	Auto	29	Female	Train Struck Motorist	Amtrak-UP	Did Not Stop	1,650	7
176912X	12-Jul-2000	0738AM	1	0	Public	UP	COOK	MOUNT PROSPEC	ELMHURST RD	Gates	Auto	51	Female	Train Struck Motorist	Metra-UP-NW	Drove Around / Thru Gate	18,500	70
296089A	7-Jul-2000	0710PM	1	0	Public	IC	ST CLAIR	FREEBURG	DOUG-FREEBURG	AFLS	Auto	17	Female	Train Struck Motorist	Freight	Did Not Stop	4,350	6
299039G	3-Jul-2000	0446PM	1	0	Public	IC	UNION	DONGOLA	CHESHIRE ROAD	Crossbucks	Auto	31	Female	Train Struck Motorist	Freight	Did Not Stop	50	24
174949F	29-Jun-2000	0705AM	1	0	Pedestrian	UP	DU PAGE	GLEN ELLYN	GLEN ELLYN STATIC	AFLS	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-UP-W	Pedestrian	0	0
479160P	10-Jun-2000	0937AM	1	0	Public	NS	PIATT	MILMINE	400 E	Crossbucks	Truck-Trailer	23	Female	Train Struck Motorist	Freight	Did Not Stop	50	51
163432Y	9-Jun-2000	0255PM	1	0	Public	CSX	COOK	EVERGREEN PAR	99TH ST	Gates	Pedestrian	48	Female	Train Struck Pedestrian	Freight	Pedestrian	309	38
290509G	24-May-2000	0423PM	1	0	Public	ATK	WILL	GODLEY	COUNTY LINE RD	AFLS	Auto	54	Male	Train Struck Motorist	Amtrak-UP	Did Not Stop	109	9
290490S	23-May-2000	0653PM	1	0	Public	ATK	WILL	ELWOOD	MISSISSIPPI ROAD	AFLS	Pedestrian	17	Male	Pedestrian Struck Train	Amtrak-UP	Pedestrian	150	8
NOTASGN	22-May-2000	0450PM	1	0	Private	SOO	DU PAGE	ROSELLE	PRIVATE	Flagged by Crew	Pedestrian	15	Male	Train Struck Pedestrian	Freight	Pedestrian	#NULL!	#NULL!
289032G	17-May-2000	0840AM	1	1	Public	IC	FORD	PAXTON	PIT ROAD (TR 105A)	Crossbucks	PickUp	35	Male	Train Struck Motorist	Freight	Did Not Stop	300	24
479276R	16-May-2000	0403PM	1	0	Public	NS	SANGAMON	ILLIOPOLIS	CANTRELL RD	Crossbucks	Van	37	Male	Train Struck Motorist	Freight	Did Not Stop	59	20
608965T	15-May-2000	0242PM	1	0	Private	NIRC	WILL	NEW LENOX	ANDERSON RD	Stop Sign	Auto	80	Female	Train Struck Motorist	Metra-RI-Main	Stopped / Proceeded	0	0
072828A	2-Apr-2000	0943AM	1	0	Public	BNSF	MCDONOUG	TENNESSEE	WASHINGTON ST	Gates	PickUp	81	Male	Train Struck Motorist	Freight	Stopped on Xing	375	28
292891Y	20-Mar-2000	1048AM	1	0	Public	IC	MOULTRIE	BETHANY	225E	Crossbucks	PickUp	58	Male	Train Struck Motorist	Freight	Did Not Stop	125	4
542181D	7-Mar-2000	0410PM	1	0	Public	UP	MONTGOME	MOUNT OLIVE	HUGHES RD	Crossbucks	Auto	29	Female	Train Struck Motorist	Freight	Did Not Stop	25	13
176945K	3-Feb-2000	0920PM	1	0	Public	UP	COOK	INVERNESS	BALDWIN RD	Gates	Auto	54	Male	Train Struck Motorist	Metra-UP-NW	Other	8,400	70
166910G	25-Jan-2000	0905AM	1	0	Public	UP	CHAMPAIGN	ROYAL	1200 N	AFLS	Auto	59	Female	Train Struck Motorist	Freight	Did Not Stop	250	26
289435V	24-Jan-2000	0340PM	1	0	Public	IC	DE WITT	CLINTON	1150 E	Crossbucks	PickUp	40	Male	Train Struck Motorist	Freight	Did Not Stop	150	7
072903J	9-Jan-2000	0850PM	1	0	Public	BNSF	MCDONOUG	MACOMB	PEARL	AFLS	Pedestrian	24	Male	Train Struck Pedestrian	Freight	Pedestrian	1,000	14
069737R	4-Jan-2000	0710AM	1	0	Public	BNSF	DE KALB	HINCKLEY	W. COUNTY LN RD	AFLS	Van	47	Female	Train Struck Motorist	Freight	Did Not Stop	1,050	21
479274C	23-Dec-1999	0550AM	1	0	Public	NS	SANGAMON	ILLIOPOLIS	DYE RD	Gates	Truck	72	Male	Motorist Struck Train	Freight	Drove Around / Thru Gate	325	20
173998Y	9-Dec-1999	0537PM	1	0	Public	UP	COOK	MAYWOOD	5TH AVE	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-UP-W	Pedestrian	7,800	94
802023X	29-Nov-1999	0930PM	1	0	Public	TPW	MCLEAN	GRIDLEY	WESTERN AVE.	Crossbucks	PickUp	37	Male	Motorist Struck Train	Freight	Did Not Stop	109	5
174965P	23-Nov-1999	1006PM	1	0	Public	UP	DU PAGE	WINFIELD	SUNSET	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Freight	Pedestrian	159	108
296166X	1-Nov-1999	1005AM	1	0	Public	IC	PERRY	PINCKNEYVILLE	PICK ROAD	Crossbucks	Auto	64	Female	Train Struck Motorist	Freight	Did Not Stop	350	8
546459T	28-Oct-1999	1225PM	1	0	Public	CSX	EFFINGHAM	ALTAMONT	MITCHELL	Crossbucks	Auto	75	Male	Train Struck Motorist	Freight	Did Not Stop	75	27
292646V	27-Oct-1999	0245PM	1	0	Public	IC	EFFINGHAM	DIETERICH	2100TH STREET	Crossbucks	Auto	61	Female	Train Struck Motorist	Freight	Stopped on Xing	200	8
353676H	5-Oct-1999	1015AM	1	0	Public	CSX	VERMILION	ROSSVILLE	HENDERSON ST	AFLS	Auto	19	Female	Train Struck Motorist	Freight	Did Not Stop	375	32
290964A	26-Sep-1999	0512PM	2	0	Public	ATK	MCLEAN	MC LEAN	US136	Gates	Auto	NA	Male	Train Struck Motorist	Amtrak-UP	Did Not Stop	2,250	9
736074C	22-Sep-1999	1115AM	1	2	Public	NS	ST CLAIR	BELLEVILLE	FOLEY DR	AFLS	Auto	55	Female	Train Struck Motorist	Freight	Stopped on Xing	3,150	16
542143U	20-Sep-1999	0755AM	1	0	Public	UP	MONTGOME	NOKOMIS	E 23RD RD	Crossbucks	PickUp	72	Male	Train Struck Motorist	Freight	Stopped on Xing	225	14
608942L	20-Sep-1999	0358PM	1	0	Public	NIRC	COOK	MIDDLOTHIAN	CRAWFORD AV	Gates	Bicycle	19	Male	Train Struck Motorist	Metra-RI-Main	Drove Around / Thru Gate	22,900	46
167844A	1-Sep-1999	0242PM	1	0	Public	UP	EFFINGHAM	ALTAMONT	TR 1	Crossbucks	PickUp	77	Male	Train Struck Motorist	Freight	Did Not Stop	150	20
176809K	30-Aug-1999	0642AM	1	0	Public	UP	LAKE	GURNEE	YORKHOUSE RD	AFLS	Van	45	Male	Train Struck Motorist	Freight	Did Not Stop	4,950	18
290493M	25-Aug-1999	0845AM	2	0	Private	ATK	WILL	ELWOOD	PRIVATE	Crossbucks	PickUp	NA	Male	Train Struck Motorist	Amtrak-UP	Did Not Stop	0	0
289939V	23-Aug-1999	0640PM	1	0	Public	CC	KANE	BURLINGTON	ENGEL RD	Crossbucks	PickUp	24	Male	Motorist Struck Train	Freight	Did Not Stop	150	10
542149K	14-Aug-1999	0146PM	2	0	Public	UP	MONTGOME	NOKOMIS	N 20TH AV	Crossbucks	Auto	21	Male	Train Struck Motorist	Freight	Did Not Stop	150	9
294390B	14-Aug-1999	0145PM	1	1	Private	ATK	MACOUPIN	CARLINVILLE	MALHAMS ORCHARI	Crossbucks	Auto	81	Female	Train Struck Motorist	Amtrak-UP	Did Not Stop	0	0
479164S	1-Jul-1999	0858AM	2	2	Public	NS	PIATT	CERRO GORDO	200 E	Crossbucks	Van	55	Female	Train Struck Motorist	Freight	Stopped on Xing	75	51
386422K	1-Jul-1999	0210PM	1	0	Public	SOO	LAKE	LIBERTYVILLE	MILWAUKEE AVE	Gates	Bicycle	99	NA	Train Struck Motorist	Switching	NA	27,500	30
167046C	28-May-1999	1000AM	2	0	Public	UP	MOULTRIE	SULLIVAN	1600E	Crossbucks	PickUp	64	Male	Motorist Struck Train	Freight	Did Not Stop	200	14
724818X	13-May-1999	0718AM	1	0	Public	NS	EDWARDS	BROWNS	COUNTY ROAD 700E	Crossbucks	Truck	48	Male	Train Struck Motorist	Freight	Did Not Stop	300	21
174954C	3-May-1999	0228PM	1	0	Public	UP	DU PAGE	WHEATON	CHASE ST	Gates	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-UP-W	Pedestrian	509	108

DOT	DATE	TIME	KLD	INJ	XTYPE	RR	COUNTY	CITY	STREET	WARNING DEVICE	TYPVEH	AGE	GENDER	TYPACC	RRTYP	MOTORIST	AADT	TRAINS
176929B	14-Apr-1999	1022PM	1	0	Pedestrian	UP	COOK	ARLINGTON HTS	NORTHWEST HIGHW	AFLS	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-UP-NW	Pedestrian	0	0
546459T	12-Apr-1999	0715PM	1	0	Public	CSX	EFFINGHAM	ALTAMONT	MITCHELL	Crossbucks	Truck	45	Male	Train Struck Motorist	Freight	Did Not Stop	75	27
260560X	11-Apr-1999	0240PM	2	0	Public	EJE	DU PAGE	AURORA	OGDEN AV	AFLS-CANT	Auto	16	Male	Train Struck Motorist	Freight	Stopped / Proceeded	33,800	12
176912X	6-Apr-1999	0810AM	1	0	Public	UP	COOK	MOUNT PROSPEC	ELMHURST RD	Gates	Auto	75	Male	Train Struck Motorist	Metra-UP-NW	Drove Around / Thru Gate	18,500	70
291378J	4-Apr-1999	0320AM	1	0	Public	IC	MACON	DECATUR	BRUSH COLLEGE RD	AFLS-CANT	Auto	51	Male	Motorist Struck Train	Freight	Did Not Stop	15,400	4
069753A	17-Mar-1999	0253PM	1	0	Public	BNSF	DE KALB	WATERMAN	CREGO RD	Crossbucks	Truck	52	Male	Train Struck Motorist	Freight	Did Not Stop	25	20
288933B	15-Mar-1999	0945PM	11	49	Public	ATK	KANKAKEE	BOURBONNAIS	MCKNIGHT ROAD	Gates	Truck-Trailer	58	Male	Train Struck Motorist	Amtrak-IC	Drove Around / Thru Gate	1,300	40
388037N	10-Feb-1999	0131PM	1	0	Public	NIRC	COOK	NORTHBROOK	DUNDEE RD	Gates	Auto	79	Male	Train Struck Motorist	Metra-MILW-N	Stopped on Xing	34,800	70
167690S	25-Jan-1999	1250PM	1	0	Public	BNSF	WILLIAMSON	GOREVILLE	TALL TREE LAKE RO	Crossbucks	PickUp	38	Male	Train Struck Motorist	Freight	Did Not Stop	100	7
065694L	21-Jan-1999	0900AM	1	1	Public	BNSF	ROCK ISLAN	JOSLIN	300TH ST N	Crossbucks	PickUp	86	Male	Train Struck Motorist	Freight	Did Not Stop	25	17
840386T	21-Jan-1999	0410AM	1	1	Public	IC	COOK	CHICAGO	CICERO AV	AFLS-CANT	PickUp	38	Female	Train Struck Motorist	Freight	Did Not Stop	45,000	6
176930V	18-Jan-1999	0828AM	1	0	Pedestrian	UP	COOK	ARLINGTON HTS	NORTHWEST HIGHW	AFLS	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-UP-NW	Pedestrian	0	0
079537J	4-Jan-1999	0810AM	1	0	Public	BNSF	DU PAGE	DOWNERS GROV	BELMONT RD	Gates	Auto	33	Male	Train Struck Motorist	Metra-BNSF	Stopped on Xing	19,800	160
174942H	4-Jan-1999	0718AM	1	0	Pedestrian	UP	DU PAGE	LOMBARD	PLATFORM PED	AFLS	Pedestrian	NA	NA	Train Struck Pedestrian	Metra-UP-W	Pedestrian	0	0
079533G	4-Jan-1999	0645AM	1	0	Public	BNSF	DU PAGE	DOWNERS GROV	MAPLE AVE	Gates	Van	55	Male	Train Struck Motorist	Metra-BNSF	Did Not Stop	10,900	160

YR	MON	DAY	HOUR	MIN	AM	COUNTY	AGE	INJURED	KILLED	LOCINJ	ACTIVITY
2003	12	5	4	20	PM	COOK		0	1	Not Listed	Walking
2003	12	3	6	11	AM	DU PAGE		0	1	Not Listed	Walking
2003	12	29	10	35	AM	COOK		0	1	Not Listed	Walking
2003	11	03	1	47	PM	COOK	74	0	1	Not Listed	Walking
2003	10	21	8	10	PM	COOK	30	0	1	Other Body Areas	Walking
2003	10	12	11	55	AM	DU PAGE		0	1	Other Body Areas	Lying Down
2003	10	03	1	57	AM	COOK	34	0	1	Not Listed	Driving
2003	09	27	8	40	PM	CLARK	42	0	1	Other Body Areas	Lying Down
2003	09	20	2	8	PM	DU PAGE	21	0	1	Multiple Areas	Lying Down
2003	07	14	2	10	AM	COOK	40	0	1	Other Body Areas	Sitting
2003	07	04	5	14	AM	MADISON	26	0	1	Not Listed	Lying Down
2003	06	29	10	0	AM	PEORIA	45	0	1	Head or Face	Driving
2003	06	28	2	10	AM	MARION	30	0	1	Other Body Areas	Sitting
2003	06	23	12	15	AM	COOK	40	0	1	Other Body Areas	Lying Down
2003	06	06	7	7	PM	MACON	25	0	1	Other Body Areas	Riding
2003	05	11	12	49	AM	COOK	46	0	1	Other Body Areas	Lying Down
2003	05	05	7	55	PM	JEFFERSON	55	0	1	Other Body Areas	Walking
2003	05	03	1	10	AM	DE KALB	23	0	1	Multiple Areas	Crawling Under
2003	04	19	1	20	PM	LAKE	11	0	1	Multiple Areas	Running
2003	04	11	10	0	AM	MORGAN	20	0	1	Multiple Areas	Driving
2003	04	02	6	15	AM	COOK	37	0	1	Multiple Areas	Climbing Over/On
2003	03	26	12	15	AM	WAYNE	18	0	1	Other Body Areas	Standing
2003	03	14	12	1	AM	LAKE	20	0	1	Other Body Areas	Lying Down
2003	03	07	8	45	AM	LAKE	51	0	1	Not Listed	Walking
2003	01	29	7	5	PM	CHAMPAIGN		0	1	Not Listed	Walking
2002	12	27	2	0	PM	JO DAVIESS	55	0	1	Other Body Areas	Walking
2002	12	18	10	47	PM	LAKE	45	0	1	Other Body Areas	Walking
2002	11	29	6	5	PM	COOK	44	0	1	Not Listed	Sitting
2002	11	29	5	35	PM	DU PAGE	72	0	1	Multiple Areas	Walking
2002	11	26	3	0	PM	COOK	47	0	1	Multiple Areas	Walking
2002	11	22	5	54	AM	COOK	30	0	1	Not Listed	Lying Down
2002	11	21	11	30	PM	EFFINGHAM	46	0	1	Other Body Areas	Walking
2002	11	10	7	36	PM	COOK	35	0	1	Multiple Areas	Walking
2002	11	06	12	35	PM	COOK	59	0	1	Multiple Areas	Lying Down
2002	11	02	6	25	PM	MCHENRY	32	0	1	Other Body Areas	Sitting
2002	10	10	8	0	AM	COOK	32	0	1	Not Listed	Jumping On-Off
2002	10	10	6	36	PM	FAYETTE	21	0	1	Other Body Areas	Walking
2002	09	27	11	25	PM	DU PAGE	31	0	1	Multiple Areas	Walking
2002	08	31	5	17	AM	EFFINGHAM	21	0	1	Other Body Areas	Walking
2002	08	29	10	15	PM	COOK	34	0	1	Other Body Areas	Sitting
2002	08	12	6	28	PM	COOK	35	0	1	Not Listed	Walking
2002	08	01	12	0	PM	COOK	40	0	1	Other Body Areas	Lying Down
2002	07	16	11	10	PM	OGLE	27	0	1	Multiple Areas	Lying Down
2002	06	19	1	51	PM	MCHENRY	65	0	1	Other Body Areas	Bending/Stooping
2002	06	07	11	48	AM	KANE	36	0	1	Leg or Foot	Jumping On-Off
2002	05	28	12	15	AM	HENRY	36	0	1	Multiple Areas	Sitting
2002	05	27	12	50	AM	ST CLAIR	28	0	1	Other Body Areas	Lying Down
2002	04	09	8	14	AM	COOK	16	0	1	Multiple Areas	Walking
2002	03	31	12	8	AM	WHITESIDE	33	0	1	Head or Face	Sitting

YR	MON	DAY	HOUR	MIN	AM	COUNTY	AGE	INJURED	KILLED	LOCINJ	ACTIVITY
2002	03	12	5	38	PM	COOK	20	0	1	Not Listed	Walking
2002	03	12	5	44	PM	LAKE	21	0	1	Multiple Areas	Other
2002	03	12	7	17	AM	DU PAGE	60	0	1	Multiple Areas	Jumping On-Off
2002	02	24	6	48	PM	COOK	49	0	1	Not Listed	Sitting
2002	02	11	6	15	AM	COOK	45	0	1	Multiple Areas	Walking
2002	01	29	6	1	AM	DU PAGE	25	0	1	Multiple Areas	Lying Down
2002	01	29	7	5	PM	CHAMPAIGN		0	1	Not Listed	Walking
2002	01	22	8	36	PM	COOK	63	0	1	Not Listed	Walking
2002	01	08	8	8	PM	COOK	42	0	1	Not Listed	Walking
2001	12	23	4	50	PM	DE KALB	50	0	1	Head or Face	Standing
2001	12	05	2	35	AM	SHELBY	48	0	1	Multiple Areas	Walking
2001	11	25	10	35	AM	VERMILION	13	0	1	Other Body Areas	Running
2001	11	10	12	30	AM	KANE		0	1	Multiple Areas	Sitting
2001	10	30	4	0	AM	DE KALB	24	0	1	Head or Face	Lying Down
2001	10	23	6	44	AM	COOK	36	0	1	Multiple Areas	Walking
2001	10	02	1	20	PM	WILL	54	0	1	Multiple Areas	Sitting
2001	09	29	3	25	PM	WILL		0	1	Not Listed	Walking
2001	09	25	7	35	PM	COOK		0	1	Multiple Areas	Lying Down
2001	09	24	12	1	AM	COOK	86	0	1	Head or Face	Walking
2001	09	15	6	30	AM	DU PAGE	23	0	1	Other Body Areas	Walking
2001	08	25	2	0	AM	COOK	25	0	1	Head or Face	Lying Down
2001	08	20	5	25	PM	LAKE	45	0	1	Multiple Areas	Sitting
2001	08	15	5	55	PM	COOK		0	1	Multiple Areas	Walking
2001	07	28	4	5	AM	MADISON	37	0	1	Other Body Areas	Lying Down
2001	07	13	7	20	AM	COOK	68	0	1	Multiple Areas	Lying Down
2001	07	11	1	45	AM	DU PAGE	17	0	1	Multiple Areas	Walking
2001	06	18	1	45	AM	GREENE	30	0	1	Not Listed	Lying Down
2001	06	18	2	0	PM	SANGAMON	12	0	1	Other Body Areas	Walking
2001	06	15	4	45	PM	COOK	30	0	1	Other Body Areas	Sitting
2001	06	02	12	50	AM	MACOUPIN	31	0	1	Multiple Areas	Sitting
2001	06	02	2	0	PM	WILL	79	0	1	Other Body Areas	Walking
2001	05	17	9	21	PM	DU PAGE	26	0	1	Other Body Areas	Jumping On-Off
2001	05	16	6	0	AM	MONTGOME	19	0	1	Multiple Areas	Lying Down
2001	05	15	8	45	PM	LAKE		0	1	Not Listed	Standing
2001	05	13	4	44	PM	COOK	50	0	1	Other Body Areas	Getting On-Off
2001	05	09	7	55	PM	WHITESIDE	28	0	1	Other Body Areas	Walking
2001	05	08	12	35	AM	MACON	28	0	1	Multiple Areas	Lying Down
2001	04	30	9	20	PM	MACON	66	0	1	Multiple Areas	Walking
2001	04	21	8	48	AM	COOK	21	0	1	Other Body Areas	Lying Down
2001	04	13	1	0	PM	LA SALLE	14	0	1	Other Body Areas	Riding
2001	04	13	9	57	AM	DU PAGE		0	1	Not Listed	Walking
2001	04	08	4	24	PM	JACKSON	18	0	1	Not Listed	Driving
2001	03	27	7	23	PM	MONTGOME	29	0	1	Multiple Areas	Sitting
2001	02	27	4	30	PM	TAZEWELL	41	0	1	Other Body Areas	Lying Down
2001	02	02	7	38	PM	COOK	43	0	1	Other Body Areas	Sitting
2001	01	27	8	0	AM	COOK	60	0	1	Not Listed	Jumping On-Off
2001	01	13	6	45	PM	DE KALB	39	0	1	Other Body Areas	Walking
2001	01	08	9	30	AM	LAKE	23	0	1	Head or Face	Lying Down
2000	12	27	1	30	AM	MCHENRY	20	0	1	Other Body Areas	Lying Down

YR	MON	DAY	HOUR	MIN	AM	COUNTY	AGE	INJURED	KILLED	LOCINJ	ACTIVITY
2000	11	26	6	35	PM	COOK		0	1	Not Listed	Walking
2000	11	10	8	5	AM	DU PAGE		0	1	Not Listed	Walking
2000	10	27	7	40	AM	COOK	15	0	1	Multiple Areas	Standing
2000	10	27	4	35	AM	JERSEY		0	1	Not Listed	Walking
2000	10	25	9	6	AM	IROQUOIS	39	0	1	Other Body Areas	Getting On-Off
2000	10	18	10	30	AM	KNOX		0	1	Multiple Areas	Lying Down
2000	10	13	9	50	AM	DU PAGE	33	0	1	Other Body Areas	Walking
2000	10	09	6	27	AM	DU PAGE	18	0	1	Multiple Areas	Running
2000	10	08	3	37	AM	COOK		0	1	Multiple Areas	Jumping On-Off
2000	09	19	12	35	PM	COOK	24	0	1	Other Body Areas	Walking
2000	09	17	4	0	AM	WILL	28	0	1	Other Body Areas	Walking
2000	09	11	3	55	PM	COOK		0	1	Multiple Areas	Standing
2000	09	09	12	58	AM	MCHENRY	38	0	1	Other Body Areas	Lying Down
2000	08	31	8	35	AM	COOK	22	0	1	Multiple Areas	Walking
2000	08	28	9	13	AM	COOK		0	1	Multiple Areas	Walking
2000	07	20	4	20	AM	KANKAKEE	35	0	1	Other Body Areas	Lying Down
2000	06	26	9	30	PM	COOK		0	1	Multiple Areas	Other
2000	06	04	11	20	AM	COOK		0	1	Multiple Areas	Lying Down
2000	05	31	6	28	AM	LAKE	31	0	1	Other Body Areas	Running
2000	05	25	1	38	PM	WHITESIDE	18	0	1	Other Body Areas	Walking
2000	05	25	1	38	PM	WHITESIDE	18	0	1	Other Body Areas	Walking
2000	05	12	4	11	AM	PIKE	22	0	1	Not Listed	Lying Down
2000	05	03	10	35	PM	EFFINGHAM	39	0	1	Other Body Areas	Sitting
2000	04	25	6	30	AM	COOK	55	0	1	Multiple Areas	Sitting
2000	03	03	11	41	PM	SHELBY	40	0	1	Other Body Areas	Walking
2000	02	16	12	10	PM	SANGAMON	21	0	1	Other Body Areas	Walking
2000	02	16	6	22	PM	COOK	37	0	1	Other Body Areas	Walking
2000	02	01	6	10	PM	DU PAGE	14	0	1	Multiple Areas	Walking
2000	01	31	7	8	PM	DE KALB	09	0	1	Not Listed	Walking
2000	01	18	11	50	AM	COOK	22	0	1	Other Body Areas	Crossing Over
1999	11	22	5	37	PM	COOK	69	0	1	Multiple Areas	Driving
1999	11	14	3	15	AM	DU PAGE	17	0	1	Other Body Areas	Lying Down
1999	11	05	10	45	AM	COOK	35	0	1	Multiple Areas	Walking
1999	10	31	5	55	AM	GRUNDY	18	0	1	Multiple Areas	Walking
1999	10	17	1	4	PM	COOK	30	0	1	Multiple Areas	Running
1999	10	05	6	5	AM	DU PAGE	49	0	1	Multiple Areas	Standing
1999	09	19	7	10	AM	DU PAGE		0	1	Other Body Areas	Sitting
1999	08	21	12	45	AM	LAKE	23	0	1	Other Body Areas	Lying Down
1999	08	14	11	35	PM	COOK	71	0	1	Multiple Areas	Driving
1999	08	14	10	0	AM	CARROLL	30	0	1	Not Listed	Other
1999	08	11	7	58	AM	COOK	40	0	1	Other Body Areas	Walking
1999	08	01	9	2	AM	OGLE	22	0	1	Multiple Areas	Lying Down
1999	07	31	5	37	AM	JEFFERSON	24	0	1	Other Body Areas	Lying Down
1999	07	29	10	0	AM	DU PAGE	32	0	1	Other Body Areas	Stepping Over
1999	07	23	11	50	AM	COOK	53	0	1	Other Body Areas	Walking
1999	07	18	12	0	AM	PEORIA	24	0	1	Multiple Areas	Jumping On-Off
1999	07	03	11	30	AM	COOK	20	0	1	Other Body Areas	Walking
1999	05	20	11	30	PM	DE KALB	39	0	1	Other Body Areas	Running
1999	04	28	11	20	PM	LEE	41	0	1	Other Body Areas	Walking

YR	MON	DAY	HOUR	MIN	AM	COUNTY	AGE	INJURED	KILLED	LOCINJ	ACTIVITY
1999	04	12	12	5	PM	SANGAMON	19	0	1	Other Body Areas	Lying Down
1999	04	09	4	23	PM	COOK	47	0	1	Multiple Areas	Stepping Over
1999	04	01	6	51	PM	COOK	40	0	1	Head or Face	Lying Down
1999	03	15	5	15	PM	COOK	43	0	1	Multiple Areas	Standing
1999	03	07	3	15	AM	JERSEY	16	0	1	Multiple Areas	Running
1999	03	02	6	10	PM	LAKE	22	0	1	Other Body Areas	Walking
1999	02	26	1	36	AM	MCHENRY	45	0	1	Other Body Areas	Running
1999	02	26	6	9	AM	MCHENRY	55	0	1	Other Body Areas	Walking
1999	02	24	11	44	PM	COOK	30	0	1	Other Body Areas	Standing
1999	02	08	8	35	AM	DU PAGE		0	1	Head or Face	Walking
1999	02	01	12	0	AM	KANE	43	0	1	Multiple Areas	Jumping On-Off
1999	01	25	6	45	AM	COOK	37	0	1	Not Listed	Walking
1999	01	03	7	0	PM	LAKE	29	0	1	Multiple Areas	Driving

State	AADT At RR Xings	Railroad Route Miles	All Killed 99 - 03	All Injuries 99 - 03	Total Casualties 99 - 03	Public Crossings	Public Crossings W/ Gates	Private Crossings	Pedestrian Crossings	All Crossings	Train Accidents 99 - 03	Public Crossing Collisions 99 - 03	Private Crossing Collisions 99 - 03	All Crossing Collisions 99 - 03	Trespassers Killed 99 - 03	Trespassers Injured 99 - 03	Total Trespassers Casualties 99 - 03
AL	6,836,901	3,149	94	689	783	3,406	522	1,859	20	5,285	299	480	52	532	38	25	63
AK	479,358	0	2	358	360	224	51	110	8	342	20	18	1	19	0	2	2
AZ	2,954,957	1,333	90	711	801	903	385	661	7	1,571	172	132	17	149	63	66	129
AR	3,852,206	2,714	110	1,009	1,119	3,159	394	1,472	9	4,640	342	429	42	471	33	35	68
CA	40,699,300	5,861	593	3,683	4,276	7,763	3,144	4,652	161	12,576	876	710	126	836	409	221	630
CO	3,725,444	2,967	46	671	717	1,884	408	1,242	21	3,147	283	147	28	175	25	19	44
CT	1,299,187	69	28	748	776	370	105	278	9	657	173	13	15	28	23	7	30
DE	1,062,002	246	17	256	273	298	49	148	2	448	42	36	6	42	11	5	16
DC	144,200	36	3	409	412	8	0	22	10	40	67	1	2	3	3	6	9
FL	19,132,259	1,895	233	1,484	1,717	3,965	2,267	1,301	60	5,326	271	439	49	488	147	102	249
GA	9,139,140	3,548	121	1,060	1,181	5,879	1,733	2,517	39	8,435	345	595	45	640	66	53	119
HI	27,000	0	0	2	2	8	0	0	0	8	0	1	0	1	0	0	0
ID	1,740,442	983	25	282	307	1,324	148	1,186	14	2,524	107	97	16	113	7	4	11
IL	21,405,410	11,050	348	5,078	5,426	8,204	2,409	4,625	275	13,104	1245	853	107	960	158	138	296
IN	13,295,493	3,828	150	1,275	1,425	6,332	1,505	2,409	67	8,808	391	816	53	869	42	29	71
IA	4,620,750	2,431	82	873	955	4,629	742	3,713	43	8,385	425	409	36	445	31	23	54
KS	4,760,945	4,273	69	906	975	6,561	1,028	3,963	31	10,555	452	306	30	336	28	32	60
KY	3,989,785	2,441	56	737	793	2,510	411	2,516	39	5,065	213	309	76	385	21	33	54
LA	7,013,279	2,656	129	1,189	1,318	3,478	616	3,163	42	6,683	418	742	75	817	43	55	98
ME	1,995,525	0	5	199	204	839	80	834	9	1,682	47	30	11	41	3	4	7
MD	2,471,228	835	45	589	634	695	108	692	7	1,394	176	69	17	86	40	20	60
MA	4,050,781	455	70	978	1,048	1,110	265	514	18	1,642	108	62	5	67	61	25	86
MI	14,849,305	2,228	93	1,223	1,316	5,382	941	2,492	65	7,939	199	522	33	555	33	36	69
MN	6,793,947	3,675	84	1,246	1,330	5,044	764	2,981	52	8,077	361	386	39	425	31	27	58
MS	4,845,583	2,011	112	567	679	2,724	265	1,958	16	4,698	217	499	38	537	33	18	51
MO	4,811,768	3,616	102	1,111	1,213	4,643	715	3,139	69	7,851	408	329	62	391	46	55	101
MT	1,306,580	2,277	22	463	485	1,474	195	1,915	15	3,404	138	79	31	110	9	6	15
NE	2,412,914	2,766	55	1,126	1,181	3,745	645	2,513	16	6,274	422	227	38	265	14	13	27
NV	909,766	1,916	18	153	171	299	130	247	3	549	51	8	6	14	16	16	32
NH	1,039,669	0	1	46	47	403	35	224	10	637	3	11	2	13	1	1	2
NJ	8,975,590	1,582	131	2,153	2,284	1,524	397	530	46	2,100	298	158	20	178	96	38	134
NM	887,425	2,236	53	393	446	740	221	512	0	1,252	110	70	19	89	35	29	64
NY	7,704,712	2,258	145	5,446	5,591	2,934	1,571	2,933	77	5,944	595	144	40	184	102	84	186
NC	9,204,449	2,588	118	559	677	4,522	1,430	3,254	55	7,831	165	361	80	441	87	47	134
ND	1,229,577	2,571	25	1,809	1,834	4,165	499	1,849	17	6,031	113	90	9	99	7	7	14
OH	14,229,107	4,526	175	1,501	1,676	6,394	2,296	3,267	38	9,699	538	630	69	699	69	47	116
OK	4,604,318	2,645	101	519	620	4,182	665	1,539	13	5,734	274	352	26	378	32	37	69
OR	4,498,142	1,427	52	658	710	2,298	579	2,816	91	5,205	260	113	56	169	40	40	80
PA	14,292,940	3,654	130	2,742	2,872	4,799	760	3,130	112	8,041	541	296	58	354	92	75	167
RI	547,375	0	5	101	106	118	16	71	1	190	5	2	0	2	5	1	6
SC	6,985,432	2,127	82	500	582	2,937	889	1,299	12	4,248	123	308	37	345	43	30	73
SD	1,270,951	986	8	175	183	2,130	21	1,270	7	3,407	79	73	9	82	5	9	14
TN	6,748,271	2,331	94	788	882	3,229	442	1,858	25	5,112	318	399	45	444	51	43	94
TX	28,584,569	11,377	433	3,675	4,108	11,236	3,728	5,951	32	17,219	1545	1499	224	1723	218	327	545
UT	1,753,166	1,765	25	359	384	925	192	717	3	1,645	172	85	12	97	11	11	22
VT	736,535	0	2	123	125	496	31	636	44	1,176	22	13	3	16	2	1	3
VA	5,840,731	3,195	55	760	815	2,052	1,037	2,770	44	4,866	225	163	85	248	37	50	87
WA	4,826,682	2,330	94	1,011	1,105	2,652	535	2,858	56	5,566	225	150	63	213	71	48	119
WV	1,772,977	2,391	29	432	461	1,585	226	1,959	57	3,601	104	97	43	140	22	34	56
WI	9,557,732	1,817	73	1,027	1,100	4,169	643	2,531	95	6,795	255	464	28	492	28	16	44
WY	344,403	1,919	14	451	465	394	172	761	1	1,156	224	13	14	27	6	3	9
USA	**326,260,208**	**122,984**	**4,647**	**54,303**	**58,950**	**150,744**	**36,410**	**95,857**	**1,963**	**248,564**	**14,462**	**14,235**	**1,998**	**16,233**	**2,494**	**2,053**	**4,547**